The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 236.---Vol. X.] LONDON: SATURDAY, FEBRUARY 29, 1840. [Price 6d.

A GENTLEMAN, who for upwards of Twenty years has been confidentially employed in the COPPER-SMELTING BUSINESS, is anxious for employment. For references, apply to the Editor of the Mining Journal.

TO ENGINEERS AND OTHERS.—WANTED, an AGENT in town, for the SALE of STEAM-ENGINES, CANE MILLS, CASTINGS, and all kinds of MACHINERY. Apply to Mr. Stevenson, 3, Raymond's-buildings, London; or Mr. Capper, Broad-street Foundry, Birmingham.

COPPER AND PIG-IRON AGENCIES.—WANTED, in the above line, by a house already well known, and having considerable connections with iron and brass founders, machine makers, engineers, &c., &c., in the West Riding of Yorkshire. References of first respectability, together with securities, can be given, &c. Apply, if by letter, to "A. Z.," post-office, Leeds.

CORNISH SCRIP AND OTHER SHARES.—Holders of the above, feeling disposed to SELL, will find purchasers for them by applying to Mr. Bawden, No. 2, Bank-chambers, London.

MINING SHARES.—WANTED TO PURCHASE, 100 shares in the TRETOIL MINING COMPANY, 25 shares in HOLMBUSH, and 15 to 20 shares in WEST WHEAL JEWEL. Letters, with lowest price, to be addressed (post-paid) to "E. J. W." care of Mr. J. E. Morgan, office for sale and purchase of Mining and other Shares, 13, Birchin-lane, Cornhill.

MINING MATERIALS FOR SALE, BY PRIVATE CONTRACT—viz.:

Sundry 6—8—10—12—14—16 and 19-inch Pumps.
" 5—6—7—8—13—14 and 15-inch Door Pieces.
" 6—7—8—9—10—11 and 12-inch Brass Working Barrels.
" 6—7—8—9—10—11 and 12-inch Iron ditto.
" 5—6—7—8—9—11—12—14 and 17-inch Windbores.
" 7—10—12 and 16-inch Knee and H Pieces.
" 5—9—11—12—13—14—15 and 16-inch Plunger Poles;

With Steam Pipes, Gudgeons, Troughs, Plates, Connexions, Nozzles, Stuffing-boxes and Glands, Saddles, Sockets, Rods, Whim and Capstan Shieves, Pulleys, &c. &c. &c.

For the price and other particulars, apply at the office of the late T. Teague, Esq., Redruth.

STANNARIES OF CORNWALL.
IN THE VICE-WARDEN'S COURT.

PURSUANT to a decree of the Vice-Warden's Court, made in a cause of Ferris v. Thomas and another, the creditors of the defendants, in respect of KELLEWERRIS MINE, in the parish of Kea, within the said Stannaries, are, on or before the 14th day of March next, to come in and prove their debts before the Registrar of the said Court, at his office in Truro; or, in default thereof, they will be peremptorily excluded the benefit of the said decree.

HENRY TREFUSIS SMITH,
Plaintiffs' solicitor, Devonport.

Dated Feb. 26.

STANNARIES OF CORNWALL.
IN THE VICE-WARDEN'S COURT.
FERRIS v. THOMAS AND ANOTHER.

WHEREAS the Vice-Warden did, on the 13th day of August last, by consent of the Defendants, Decree (amongst other things), that a SALE be made of the Engines, Machinery, and Materials, upon and belonging to KELLEWERRIS MINE, in the parish of Kea, within the said Stannaries, under the direction of the Registrar of the Court, and that the proceeds of such Sale should be applied by the said Registrar in the manner directed by the decree in the above mentioned cause.

Notice is hereby given, that pursuant to the said Decree, a PUBLIC AUCTION will be holden at KELLEWERRIS MINE aforesaid, on Tuesday, the 3d day of March next, at eleven o'clock in the forenoon, for selling either together, or in Lots, the undermentioned mining machinery, materials, and other effects, viz.: —A Steam-engine, nearly new, 53 inch cylinder, wood beam, with boiler about 14 tons, and 40 feet long; 2 capstans and shears; 4 windbores; 3 working barrels; 4 door pieces; 11-inch plunger case and pole 10 feet long; a quantity of bolts and bars, yokes, spanners, rings, bevels, bucket prongs, hoops and seatings, bench and flooring, 3 tackles, nail iron, 2 copper pipes, brass valves and seatings, copper nails, serge; a quantity of old brass, counting-house furniture, &c. &c.

For viewing the same, application may be made at the mine, and for further particulars (if by letter, post-paid) to Mr. Henry Trefusis Smith, solicitor, Devonport; or to Messrs. Simmons, Passingham, and Simmons, solicitors, Truro.

Dated 20th February, 1840.

STANNARIES OF CORNWALL.
IN THE VICE WARDEN'S COURT.
HARVEY AND ANOTHER v. STEPHENS.

ELLENGLAZE MINE.—Notice is hereby given, that the SALE of the mining machinery, materials, and other effects, upon and belonging to the above mine, advertised to be SOLD, on Thursday, the 5th day of March next, will not take place until the 19th day of the same month.

PAUL and ROBERTS,
Plaintiffs' Solicitors, Truro.

Dated the 26th day of February.

STANNARIES OF CORNWALL.
IN THE VICE-WARDEN'S COURT.
HARVEY AND ANOTHER v. STEPHENS.

WHEREAS, the Vice-Warden did, on the 11th day of November last, Decree (amongst other things) that a SALE be made of the Ores, Metals, and Metallic Minerals, and (if necessary) the Engines, Machinery, and Materials upon and belonging to ELLENGLAZE MINE, in the parish of Cubert, within the said Stannaries, under the direction of the Registrar of the Court, and that the proceeds of such sale should be applied by the said Registrar in the manner directed by the Decree in the above-mentioned cause.

Notice is hereby given, that, pursuant to the said Decree, a PUBLIC AUCTION will be holden at ELLENGLAZE MINE aforesaid, on Thursday, the 19th of March next, at Eleven o'clock in the forenoon, for selling, either together or in lots, the undermentioned mining machinery, materials, and other effects, viz.:—A STEAM-ENGINE, 20-inch cylinder, with boiler, &c., complete, a water-wheel, with flat rods, balance bob, two shears, two capstans, several pumps, whims, whim and other ropes, about twenty fathoms of chains, several pieces of new and old timber, a quantity of new and old iron, smiths' bellows, anvil, &c. &c. &c.

For viewing the same, application may be made at the mine, and for further particulars (if by letter post-paid) to Messrs. Paul and Roberts, solicitors, Truro.

Dated the 6th day of February, 1840.

VALUABLE ESTATES, COAL MINES, AND COLLIERIES.

TO BE SOLD BY AUCTION, at the ROE BUCK INN, in Newcastle-under-Lyme, on Thursday, the 12th day of March next, at Twelve at noon, all those FREEHOLD ESTATES, situate at and near Talk-on-the-Hill, in the county of Stafford, called the WOODSHUTTS and HOLLINS ESTATE, and the HARDING'S WOOD ESTATE, in the parishes of Audley and Wolstanton, containing in the whole about 513 acres, together with the extensive

MINES OF COAL AND IRONSTONE,

and all other Mines and Minerals under the same, and also under other estates and waste lands thereto adjoining.

On the Woodshutts and Hollins Estate a most profitable colliery is now open and at work, with markets both by land and by the canal, for any quantity of coals that can be raised; and further works might immediately be opened, with great and certain advantage, on several mines of most superior house-fire coal (usually known by the name of Nabs or Banbury coals) not yet touched.

These properties, which are divided into sundry eligible farms, with commodious farm houses and buildings, comprise, besides a capital MESSUAGE or MANSION-HOUSE, called WHITE-HALL, with spacious offices and out-buildings, &c., a large and valuable Water Corn Mill, a considerable number of Cottages for workmen, large and convenient Wharfs on the banks of the Grand Trunk Canal, with railroads, powerful water-engines, and all other machinery and implements for getting and raising Coals; weighing machines and offices, carpenters' and blacksmiths' shops, boat docks and canal boats, and every thing appertaining to an extensive Colliery, in the most complete order.

The present get of the Woodshutts and Hollins Collieries may be taken at 600 tons a week, which might be easily increased to double or treble that quantity; and in addition to the advantages which the landed property and mines already possess, in being situate at the junction of the Macclesfield Canal with the Grand Trunk, and intersected nearly a mile by the one, and half a mile by the other, the intended railway from Manchester to Birmingham passing through the Collieries, and the contemplated extension of the Chester and Crewe Railway to Harecastle, present not only the further prospect of a greatly extended sale of coals in the most flourishing districts of Lancashire and Cheshire, but also the opportunity of establishing on the said property, docks, warehouses, or works of any description.

These estates are situate about five miles from Newcastle-under-Lyme, three from the Staffordshire Potteries, ten from the principal Cheshire Salt Works, and six from Congleton; and both the great roads from London to Manchester and Liverpool, through Newcastle-under-Lyme, and through the Staffordshire Potteries, pass through the estates; and the former diverges at a point extremely favourable for the erection of a good inn. In every point of view, therefore, a great and rapid improvement may be reasonably expected in the whole of this property.

For further particulars apply to G. A. M'Dermott, Esq., Chesterton; or to Messrs. T. and J. W. Ward, Solicitors, Newcastle-under-Lyme.

VALUABLE SHARES in HALLENBEAGLE MINE, and 910 shares in the WEST CORNWALL MINES INVESTMENT COMPANY.

MR. TIPPET has been favoured with instructions to offer for SALE BY PUBLIC AUCTION (under a power of sale to a mortgagee) at Pearce's Hotel, in the borough of Truro, county of Cornwall, on Saturday, 7th of March next, at Twelve o'clock at noon, subject to such conditions as shall be then and there produced (in ten lots), 10-64ths parts or shares of and in all that valuable copper mine, called HALLENBEAGLE, situate in the parish of Kenwyn, in the said county, together with the like parts or shares of and in the ores, engines, machinery, and other effects thereof, and thereto belonging. Also (in eighteen lots) 910 shares of and in the WEST CORNWALL MINES INVESTMENT COMPANY.

The auctioneer feels infinite pleasure in stating that Hallenbeagle Mine is not only carried on upon the old Cornish cost-book system, but under superior and judicious management; that from very recent improvements, and her present appearances, he fully anticipates she will, at no very remote period, prove to be one of the first copper mines in Cornwall; these facts may be obtained on application to the purser, Mr. Trestrail, Mount Charles, Truro, or to Captain Hambly, at the mine, who is requested to show the same. The attention of capitalists is therefore particularly called thereto.

With respect to the West Cornwall Mines Investment Company, the shares held by its trustees in Tresavean, Levant, Wheal Jewel, East Pool, Budnick, &c., &c., combined with immense interests in other valuable mines, now in full course of operation, and likely to pay immediately large and regular dividends, offer to the attention of the capitalist, the merchant, and the miner, rare and valuable advantages.

Further particulars may be obtained on application to H. T. Smith, Esq., Devonport, solicitor to the Western District Banking Company, or to the auctioneer, Truro.—Dated February 24.

VALUABLE TIN AND COPPER MINE, STEAM-ENGINE, AND OTHER MACHINERY AND MATERIALS, IN THE PARISH OF ST. ERTH, FOR SALE.

TO BE SOLD, BY PUBLIC AUCTION, AT WHEAL GILBERT MINE, in the parish of St. Erth, in Cornwall, on Tuesday, the 10th day of March next, at Two o'clock in the afternoon, all that Tin and Copper Mine, called

WHEAL GILBERT MINE,

situate as aforesaid, and worked and carried on under, or by virtue, of several setts or licenses granted by the lords of the land within which the said mine is situated, for several terms of twenty-one years, from the dates of the said several setts or licenses, at the moderate dues of one fifteenth.

And all the liberties, licenses, powers, and authorities by the said setts or licenses respectively granted, subject, nevertheless, to the covenants, conditions, and agreements therein respectively contained. And also the whole of the

MACHINERY AND MATERIALS

on the said mine, comprising a STEAM-ENGINE, nearly new, of the best construction, and having a 60-inch cylinder, with boilers, &c., complete; fifty fathoms of main rods and plates, 13½-inch square; twenty-two fathoms ditto, 8-inch; eighty-two ditto, 6-inch; bucket-rods and joints, 14, 12, 8, and 7-inch boxes and brasses; seven cisterns and bearers; forty-two fathoms of 16-inch plunger-lift, and fourteen fathoms of 14-inch drawing-lift, complete; twenty six fathoms of 13-inch pumps; three 12-inch working barrels, doorpieces, and windbores to fit; 8-inch working barrel, doorpieces, and windbore, and three 9-inch pumps; 7-inch drawing-lift, complete; five horse whims, with ropes, kibbles, and tackle, complete; two pair of capstans, shears, and ropes, complete; four pair of blocks and ropes; the fixtures in the shafts and underground, all in good working condition; a 30-feet wheel and stamping-mill of 12-heads; one 13½-feet wheel ditto ditto, 8 ditto; one 18-feet undershot wheel ditto, 4 ditto; two calcining-houses and utensils, complete; with a great variety of iron, timber, and other articles.

The above mine has been worked at an expense of many thousands of pounds, and various lodes have been discovered, some of which have already produced considerable quantities of ore.

Further particulars may be obtained on application to Captain Joel Williams, on the mine; Mr. Grylls, of Redruth; or Mr. W. Trenery, Auctioneer, &c., Redruth.

Dated February 12.

HAGUE'S PNEUMATIC MACHINERY, LARGE WATER-WHEEL, &c., FOR SALE AT WHEAL CHANGE MINE, NEAR BODMIN.

TO BE SOLD, by PRIVATE CONTRACT, at the above Mine, FOUR CAST-IRON AIR-PUMPS complete, two feet diameter; EIGHT PNEUMATIC BOXES complete, with elbow and other pipes; and also the PATENT RIGHT for the use of the same; about TWO HUNDRED FATHOMS OF EIGHT-INCH AIR-PIPES; a CAST-IRON SPUR-WHEEL, forty feet diameter (in segments), and one of five feet diameter.

ALSO,

A CAPITAL WATER-WHEEL, fifty feet diameter, five feet on the breast (four feet four inches within the rings), with cast-iron axle-sockets, gudgeons, plummer-blocks, and brasses complete. The above materials are all new or nearly so. There are also about twenty fathoms of old sixteen-inch air-pumps.

Applications to be made to Mr. James Tregellas, on the mine, or to the secretary of the Tregollan Mining Company, No. 7, St. Mildred's-court, Poultry, London.

TO COAL-OWNERS, MINERS, RAILWAY CONTRACTORS, EXCAVATORS, &c.—HALL'S PATENT HYDRAULIC BELT, or WATER ELEVATOR.—By this simple, efficient, and economical invention, which has many advantages over pumps of every description, water is raised and discharged in a uniform and continuous stream, at any required elevation. The work produced, in proportion to the power applied, is much greater than in the case of the ordinary pump of the best construction. The apparatus is now at work on the premises of Messrs. Eveleigh and Neave, Greengate, Salford, where it may be inspected any day, from nine to ten o'clock in the morning, and from three to four in the afternoon; also at Mr. Edward Hall's, Sunny Bank, Ordsall-lane, Salford; and at the Tunnel, on the Manchester and Sheffield Railway, at Saltersbrook. A working model can be seen at the King's Arms, King-street, Manchester, where Mr. Hall will give every requisite information.

BOLTON AND PRESTON RAILWAY.—TO RAILWAY CONTRACTORS.—The directors of the Bolton and Preston Railway Company will meet at their office in Bolton-le-Moors, Lancashire, on Thursday, the 19th day of March, 1840, to receive TENDERS for the following CONTRACT:—

No. 3, CHORLEY CONTRACT.—To make and maintain the railway, with all the excavations, embankments, bridges, drains, fences, gates, brickwork, and masonry; and supplying all the requisite and necessary materials (except the materials for the permanent road) of that portion of the railway, commencing at the termination of the second contract, in a field, No. 36 on the parliamentary plan, on the northern side of Bolton Lorn, in the township of Heath Charnock, and extending to and terminating at a field, No. 73 on the parliamentary plan of the extension from Chorley to Euxton, on the northern side of Steely lane, in the township of Chorley, being a distance of about two miles twenty-four chains.

The draft of the contract, with plans, sections, and specifications, and printed forms of tender, will be ready for inspection on and after the 10th day of March at the company's office, in Bolton-le-Moors aforesaid, and at the offices of J. U. Rastrick, Esq., 4½, Charing-cross East, London.

Parties tendering must attend at the company's office, and the person whose tender is accepted, will be required to enter into a bond with two sureties to the extent of 10 per cent. on the amount of the contract. The directors do not bind themselves to accept the lowest tender.

JOHN HARGREAVES, Chairman.

Bolton-le-Moors, Feb. 20.

MINING SCHOOL, TRURO.—The business of the Mining School will commence on Monday, April 2, when Mr. Dickinson will open his class.

The plan proposed to be pursued is similar to that of last year—namely, that Mr. Dickinson should instruct the pupils in the elements of Algebra and Euclid, but more especially should make them acquainted with the use of Mathematical Instruments, and teach them to draw plans, sections and machinery.

Mr. Dickinson will render his instruction as practicable as possible, by field lectures and the actual working of surveys under his direction.

During the first three months it is hoped that something also may be done to prepare the pupils for the Chemical and Mineralogical lectures of Mr. Prideaux, and to revive the knowledge of those who have been already under his instruction.

In the beginning of July, Professors Hall and Moseley, and Mr. Prideaux will again visit Truro, under whom the complete course of study will be resumed. Mr. Prideaux's course of lectures this season will be on practical Metallurgy and Assaying. It is, however, proposed to make this addition to the former course; that Mr. Cowper will, at some period in the season, give a series of lectures on Manufacturing Art, illustrated by models, &c. These lectures will be plain and popular, intelligible to those who are not called upon to study the principles of science, and at the same time exhibiting useful illustrations to those whose studies are professional, and therefore more deeply laid. Early notice will be given of the particulars of this course; to some of the lectures of which ladies will be admitted.

Arrangements for the accommodation of pupils will be made as during the last season; and applications for admission to the school must be made as heretofore, to the Governors, Dr. Carlyon, Dr. Barham, and Mr. W. M. Tweedy.

The fee for Mr. Dickinson's course will be one guinea; that for the subsequent course six guineas; and every exertion will be made to place the expenses of board and lodging on as low a scale as possible. Persons wishing to attend only the lectures on Chemistry, or Mr. Cowper's lectures, will be admitted to them singly, on terms which will hereafter be made public.

C. L.

N.B.—As there are in many parts of the county, persons capable of teaching what it is essentially necessary that the pupils should possess, before they commence their studies under the Professors; and as in some cases a wish may exist to spare the expense of attendance at Truro during Mr. Dickinson's time (though at the sacrifice of his superior means of instruction), persons entertaining this wish are informed that a knowledge of Algebra as far as quadratic equations, and an acquaintance with the first book of Euclid at least, will be required from those who mean to attend the School in July.

BY ROYAL LETTERS PATENT.

HAGUE'S PNEUMATIC ENGINE, applicable to WORKING ANY SORT OF MACHINERY, and PNEUMATIC APPARATUS, for RAISING WATER; also a METHOD OF SUBDIVIDING AND TRANSFERRING ANY MOTIVE POWER.

The proprietors of these most useful inventions having, by practical operations (conducted with the greatest attention) for upwards of twelve months, tested their efficiency and capabilities of application to Mining, Manufacturing, and other purposes, can now with confidence call public attention thereto, as an economical and superior method of RAISING WATER, either vertically or on the incline, from Collieries, Mines, Quarries, Water-works, Canals, Docks, Coffer-dams, Reservoirs, &c.; for Subdividing and Transferring any Motive Power to unlimited distances, and at any angle above or below the surface, for the purpose of working every description of Machinery, on the largest or smallest scale, and as well for keeping up a constant ventilation in Collieries and Mines, and they are equally confident, that in its application it will be found more efficacious, and affording greater facilities, than any other Machinery now in use.

Coal-owners, proprietors of Mines, Water-works, &c., Manufacturers, Engineers, Iron-founders, and others desirous to obtain Licenses, either by districts or otherwise, will be treated with on liberal terms, on application to Mr. Hague, engineer, Thames Iron Works, Surrey Canal entrance, Rotherhithe; or to Mr. Rd. Thomas, 4, Cushion-court, Broad-street, London, where drawings may be seen, and every further information obtained.

SWANSEA AND GWAUN-CAE-GWRWEN ANTHRACITE COMPANY.—The directors have the satisfaction of announcing, that one of the pits at Gwaun-cae-gwrwen has just reached the "big vein," or "Milford vein," of Anthracite, or Stone Coal, and that it is of superior quality. They have, therefore, resolved on issuing the reserved shares at a premium of £5 each. Applications for shares or prospectuses to be made (if by letter, post paid) at the office of the company, Harington-place, Queen-square, Bath; or to Messrs. W. and E. Dyne, solicitors, 61, Lincoln's-Inn-fields, London.

UNION BANK OF AUSTRALIA.—LONDON OFFICE, 38, OLD BROAD-STREET.

DIRECTORS.

George Fife Angas, Esq.	Benjamin E. Lindo, Esq.
Robert Brooks, Esq.	Charles Edward Mangles, Esq.
James John Cummings, Esq.	Christopher Rawson, Esq., Halifax.
Robert Gardner, Esq., Manchester.	Thomas Sands, Esq., Liverpool.
John Gore, Esq.	James Gogle Smith, Esq.
Charles Hindley, Esq., M.P.	James Ruddell Todd, Esq.

TRUSTEES.

George Carr Glyn, Esq. | John Gore, Esq.
James John Cummins, Esq.

Bankers—Messrs. Glyn, Halifax, Mills, and Co.
Solicitors—Messrs. Bartlett and Beddome.
Secretary—Samuel Jackson, Esq.
Colonial Inspector—John Cunningham Maclaren, Esq.

The directors of this bank grant letters of credit, which are not transferable, for sums under £300, or bills at thirty days' sight for larger amounts, on their branches at Sydney, Hobart Town, Launceston, Melbourne, Port Philip, and New Zealand, without deduction on the money being deposited.

They also negotiate approved bills on the colonies, at thirty, sixty, and ninety days' sight, the terms for which may be obtained at their office.

Bills on the colonies transmitted for collection at a charge of 2 per cent. on the amount when realised.

By order of the Board,
SAMUEL JACKSON, Secretary.

January 27.

PLYMOUTH COMPANY OF NEW ZEALAND.

Capital £50,000, in 2000 shares of £25 each. Deposit £5 per share.
Governor—The EARL of DEVON.
Deputy-Governor—THOMAS GILL, Esq.

DIRECTORS.

Sir Antony Buller	Thomas Gardner, Esq.
Captain Bulkeley	William John Gilbert, Esq.
C. Biggs Calmady, Esq.	George Leach, Esq.
J. Collier Cookworthy, M.D., Mayor of Plymouth	Sir Charles Lemon, Bart., M.P.
Nathaniel Downe, Esq.	Sir W. Molesworth, Bart., M.P.
Lord Eliot, M.P.	E. W. W. Pendarves, Esq., M.P.
Richard Fillis, Esq.	Edward St. Aubyn, Esq.
	Richard Hippesley Tuckfield, Esq.

Rt. Hon. Sir Hussey Vivian, Bart., M.P.

Bankers—Devon and Cornwall Banking Company, Plymouth and Devonport.
Solicitors—Messrs. Whiteford and Bennett, Plymouth; Messrs. Few, Hamilton, and Few.
Secretary—Thomas Woollcombe, Esq., Devonport.
Office (*pro tem*)—Kerr-street, Devonport.

This company is formed in strict connection with the New Zealand Company of London, of whom it is intended to make purchases of land, to be resold to capitalists, or to be leased to farmers who may be disposed to emigrate and form a settlement, to be termed "The Plymouth Colony of New Zealand."

The directors are to have the entire management and control of the funds, formation, proceedings, and affairs of the company; are empowered to extend the capital, with the consent of not less than two-thirds in value of the shareholders; to enter into any arrangements whatever which they may consider conducive to the interests of the undertaking; and generally to adopt such measures and proceedings, with reference to the grant and disposal of shares, or otherwise, as they shall consider expedient.

The special attention of the directors will be turned to the immediate preparation of a Deed of Settlement; and, at the earliest possible moment, they will take measures to obtain either an Act of Parliament or a Charter, to incorporate the company, and to limit the liability of subscribers to the extent of their shares.

The capital of the Plymouth Company will be invested in the purchase of stock of the London Company of New Zealand, on advantageous terms, which have been conditionally agreed upon; in the purchase of land from the said company on terms highly favourable to the Plymouth Company, which have also been conditionally agreed upon; and, lastly, in advances on loan, at colonial interest, to persons of property settling on the lands of the Plymouth Company.

The investment in the stock of the New Zealand Company offers a considerable bonus to the shareholders in the Plymouth Company; the New Zealand Company being in a situation to declare a handsome dividend immediately. In consequence of this the directors of the Plymouth Company will be enabled to allow immediate interest at 4 per cent. to proprietors who may be desirous to pay up the whole of their subscriptions; such interest to be receivable from the date of payment, in advance, up to the time that equivalent calls may be made. As this advantage can be extended to a limited number only, a preference will be given to the first applicants, in the order of their applications, which will be registered in the presence of the applicant, or his agent.

One of the propositions agreed to by the London Company is, that 75 per cent. of the purchase-money, to be paid for land by the Plymouth Company, shall be expended by the latter company in defraying the expense of sending young married persons of the labouring class direct from the port of Plymouth, as emigrants to the New Plymouth Settlement.

The lands purchased of the New Zealand Company will constitute the New Plymouth Settlement; and will be specially selected by the surveyor of the Plymouth Company, under their instructions, in such part of the New Zealand Company's possessions as may hold out the best prospects for the commercial and general prosperity of the settlement.

The Plymouth Settlement will comprise the lands purchased of the New Zealand Company; and a quantity equal to one-tenth of the whole to be added by them, for gratuitous distribution among the native families surrounding the settlement; thus presenting the aborigines with an inducement to embrace civilised life; and, in lieu of the waste they originally sold, investing them with a property rendered really valuable by its admixture with that of industrious settlers.

The undertaking now proposed affords peculiar advantages to the employers of a combined capital, and is further suitable to a company; inasmuch as it can neither impede individual enterprise, nor is it liable to the competition of individuals. It is capable of being managed at little expense for agency, and upon a system of fixed routine; and therefore is without any other risk than such as can be guarded against by proper management.

A call of £5 per share (in addition to the deposit of £5) will be made, at the discretion of the directors, with not less than one month's notice; and all further calls will be made at intervals of not less than three months between each call, and of which one month's notice will be given; and no call, at any time, will exceed £5 per share.

The shares, in the first instance, will be issued in scrip receipts; upon which will be endorsed the principal laws and regulations by which the company is to be governed, until a deed of settlement shall have been entered into, or an Act of Parliament or charter have been obtained.

Further information on every point connected with the company may be obtained of the secretary, to whom, to the Devon and Cornwall Banking Company, or to Messrs. Wright and Co., the London bankers of the company, applications for shares may be made, in the following form:—

PLYMOUTH COMPANY OF NEW ZEALAND.

FORM OF APPLICATION FOR SHARES.

I request to have shares in this undertaking; hereby engaging to take such shares, or any proportion thereof, as may be appropriated to me, upon the terms specified or referred to in the prospectus, dated the 13th day of February, 1840.

Devonport, February 19, 1840.

Note.—A pamphlet is published, containing a full exposition of the constitution and plans of the Plymouth Company, the regulations adopted for selling and leasing its lands, the terms on which advances will be made to emigrant farmers, the regulations for conducting emigration, and general information for emigrants.—The publisher, H. Granville, Fore-street, Devonport, will transmit a copy of this pamphlet to any address, free of expense, on receiving sixpence in a prepaid letter. The pamphlet may also be obtained at the office of the New Zealand Company, Broad-street-buildings, London.

PROCEEDINGS OF PARLIAMENT RELATIVE TO JOINT-STOCK COMPANIES.

FRIDAY, FEB. 21.

The petition for the Hartlepool Dock and Railway Bill was reported, and Bill ordered to be brought in.

The petition for the Birmingham and Gloucester and Bristol and Gloucester Railways Union Bill was reported, and report referred to the Select Committee on Standing Orders.

The Arbroath and Forfar Railway, the Chester and Crewe and Grand Junction Railways Consolidation, and the Thames Plate Glass Company Bills were read a second time, and committed.

Railways—Petition of common carriers and others interested in the conveyance of goods by railway, for free competition; referred to the select committee on railway communication.

MONDAY.

The petition for the Dean Forest Railway Bill was reported, and Bill ordered to be brought in.

The Lancaster and Preston Junction Railway Act Amendment and the Chester and Birkenhead Railway Bills were reported, and the reports ordered to lie on the table, and to be printed.

Standing Orders Committee—The following resolution was reported and agreed to:—That, in the case of the Northern and Eastern Railway petition, the parties be permitted to proceed with their Bill, with the exception of such part as gives them power to make deviations from their original line; and that the committee on the Bill do examine, in the first place, how far such order has been complied with; and do report the same to the House on the report of the Bill."

The petition of Joseph Baxendale, against the Chester and Crewe and Grand Junction Railways Consolidation Bill, was referred to the committee on the Bill, and counsel ordered.

Railway Communication—Petition of the Sheffield and Rotherham Railway Company, for relief from the tax on passengers; referred to the select committee on railway communication.

TUESDAY.

The Glasgow, Paisley, Kilmarnock, and Ayr Railway, the Tweeddale Patent Drain-Tile and Brick Company, and the Marine Insurance Company Bills were read the second time, and committed.

The petition for leave to proceed with the London and Greenwich Railway Enlargement and Station was ordered to lie on the table, and to be printed.

The petition of James Loch, against the Manchester and Salford Junction Canal Bill, was referred to the committee on the Bill, and counsel ordered.

The petition for the South-Eastern Railway Deviation Bill was reported, and report referred to the select committee on standing orders.

The petition for the Eastern Counties Railway Bill was reported, and the Bill ordered to be brought in.

Railways—Two petitions for a free competition in the conveyance of goods and cattle, were referred to the select committee on railway communication.

WEDNESDAY.

The Sheffield and Rotherham Railway Bill was reported, and the report ordered to lie on the table, and to be printed.

The petition for the Ardrossan and Johnstone Railway Bill was reported, and the report referred to the select committee on standing orders.

THURSDAY.

Three petitions in favour of the application for the South-Eastern Railway Deviation Bill were ordered to lie on the table.

Railways—Two petitions for free competition were ordered to lie on table.

LAW INTELLIGENCE.

COURT OF COMMON PLEAS—FEB. 22.

SIMON *v.* FECTOR, M.P., AND OTHERS.—Mr. Thesiger and Mr. Watson were counsel for the plaintiff; Mr. Erle and Mr. Thomas for the defendants.

This action was brought to recover a sum of about 200*l.*, for services rendered by the plaintiff to Mr. Fector, M.P., Mr. Goldsmid, and Mr. Hanswell, as three of the provisional directors of a contemplated company, to be styled the International Railway Company. In July, 1836, the directors of the South-Eastern Railway Company sent deputations to France and Belgium for the purpose of ascertaining whether the governments of those countries would afford facilities for the formation of a railway between Calais, Paris, and Brussels, in connection with the South-Eastern Railway Company. Dr. Bowring and Captain Pringle formed part of those deputations, and they had interviews with the King of the French and the King of the Belgians. The result, however, was that they found insurmountable difficulties in the way of coming to any arrangements, and, consequently, upon the return of the last deputation, the scheme was abandoned. In the meantime, however, various persons had been in the habit of meeting in the board room of the South-Eastern Railway Company, and discussing the proposed plan; and a prospectus had been drawn up for private circulation amongst those who took a part in the proceedings. The prospectus contained the names of Mr. Fector, Mr. Goldsmid, and Mr. Hanswell, as provisional directors; and it appeared that the two latter defendants had had copies of it, but there was no evidence at all connecting Mr. Fector with it. It appeared that Mr. Fector had never attended the meetings, and all the evidence affecting him was, that at the House of Commons he had talked over the matter with Dr. Bowring, and expressed his readiness to become a director if the scheme could be carried out. The plaintiff had applied to the company's solicitor for information respecting the South Eastern Railway Company, and had also expressed a wish to become acquainted with the directors, that he might stand a better chance of receiving the appointment at Dover which they had to bestow; he was at the office nearly every day for some time. The present action was brought for his services to the proposed company, by translations and other modes of advancing its interests.

The plaintiff's case having been gone through,

Chief Justice TINDAL said he thought that it was not proved, and that a nonsuit must be entered. Mr. Fector, at least, was not shown to have been in any way connected with the matter.

The question, however, at the wish of the plaintiff's counsel, was put to the jury, who at once found a verdict for the defendants.

COURT OF QUEEN'S BENCH—FEB. 24.

WENTWORTH AND ANOTHER *v.* COCK.—This was an action brought by the plaintiffs to recover compensation for a breach of contract, and also remuneration for the consequences attendant on that breach. Sir F. Pollock and Mr. Warren conducted the plaintiffs' case; Sir W. Follett (with whom was Mr. Godson) the defence.

It appeared that the plaintiffs are the proprietors of extensive slate quarries in Cornwall, as well as being concerned in mining speculations in that county. The defendant, Mr. William Cock, is the heir and representative of the late Mr. Simon Cock, who was secretary to the London Dock Company, also engaged in slate quarries. Conceiving that slate blocks could be more beneficially used on railways than either stone or wood, owing to their elasticity, he entered into a contract with the plaintiffs to supply him with from 50 to 100 tons of slate blocks a month, of certain dimensions, suited to the object contemplated; in consequence of which the plaintiffs went to an expense of 800*l.* in opening new quarries, in the hopes of finding the kind of slate block required by Mr. Cock; but before the first month's supply arrived, though on their way to London, that gentleman died, and his heir, the present defendant, not wishing to have anything further to do with the contract, directed his solicitors to write to the plaintiffs' solicitors, stating his wish for the present that no more slate blocks should be sent. The answer to this communication was a kind of acquiescence by the plaintiffs of a renunciation of the contract. However, the affairs of Mr. Simon Cock being in a more flourishing condition than it was first supposed, the plaintiffs insisted on the defendant fulfilling the contract made by his uncle, which he refused. The plaintiffs brought their action to recover the expense they were put to in opening the quarries, as well as the profit per ton which they lost on the non-performance of it, and which they estimated at 9s. 3d. per ton.

Several witnesses were called to show the expense that the plaintiffs had been put to in opening the quarries, as well as raising a quantity of slate blocks, and having them sawed to the dimensions, pursuant to the specifications in the contract.

Sir WILLIAM FOLLETT addressed the jury for the defendant, and called their attention to the correspondence, which evidently showed a mutual renunciation of the contract; and, moreover, there was a breach of the contract on the part of the plaintiffs, inasmuch as the slate blocks which had been sent to London were not all adapted for the purpose, being quite uneven in their surface, and not capable of bearing equal pressure. As to the plaintiffs' probable loss on the contract, he would show that if they were entitled to any compensation, it would not exceed 5s. a-ton, instead of 9s. 3d. The learned counsel then called witnesses to support his statement, and

Mr. Alderman Johnson, who is most extensively engaged in the slate trade, said that he inspected the blocks, and he was of opinion that they were altogether unfit for the purpose for which they were intended.

Lord DENMAN summed up the evidence, and said that as to the claim of 800*l.* for opening the quarries, he did not think that the plaintiffs could maintain that, for a person who gave an order for coals at a colliery might as well be asked for the expenses of putting down the shaft as the defendant might for opening the quarries and laying down tramroads. As to the question of the plaintiffs' loss by the non-performance of the contract, it was for them to say whether the correspondence which had been read was not a renunciation of it. If they thought so they would find for the defendant; but if they were of a contrary opinion they would find for the plaintiffs such damages as they were entitled to.

The jury, after an hour's deliberation, found a verdict for the defendant.

MINING CORRESPONDENCE.

ENGLISH MINES.

ST. HILARY MINING COMPANY.

Feb. 22.—I beg to inform you that all the engine is in the house, except the main beam or bob, which cannot be put in until the masons have finished the bob ends of the engine-house, which the engineer wished me to take down and rebuild, to prevent any accident happening after we commence working. I have deliberately gone through all the work remaining to be done by masons, smiths, carpenters, and engineers. I consider the whole may be finished on or before the 14th March. C. H. RICHARDS.

[Very interesting, and of the first importance—Captain Richards, however, we suppose, is required to say a something.]

TAMAR SILVER-LEAD MINING COMPANY.

Feb. 24.—In the 135 fathom level, driving south, the lode is about eighteen inches wide, producing some rich silver-lead ores. In the 125 end, going south, the lode is six inches in width, at present unproductive. In driving the 115 fathom level in the same direction the lode is nine inches wide, producing some silver-lead ores. In the ninety-five fathom level, driving south, the lode is again improved, being nine inches wide, with a rich leader of ores. The eighty-five, driving in the same direction, continues still productive, lode one foot wide, producing good work. In the seventy five, going south, the lode is about eighteen inches big, producing rich work. We sampled on Wednesday last a parcel of silver-lead ores, computed fifty tons, for sale on Thursday, the 27th instant, which we expect you will find to be of superior quality. MARK JAMES.

[The improvement in quality is a great consideration. We lately visited these mines, and were well pleased with the prospects, and the care observed in dressing the ores, but we think our friend Captain Mark will admit that there was a slight room for improvement. We are lovers of economy, but there is a difference between a wise and false economy. A little money laid out at surface here would prove a great gain.]

TRETOIL MINING COMPANY.

Feb. 24.—In the thirty fathom level, the result of our operations on the lode to-day, in this place, has been a further discovery, so that we see a lode two feet wide, and how much larger we cannot tell, yielding good work, and having a very productive appearance. In the twenty fathom level west the lode is about nine inches wide, and orey; the lode in the rise, in the back of this level, is from one to two feet wide, and producing good work. In the twenty fathom level east the lode is small and unproductive. In the ten fathom level, west of John's, the lode is twelve inches big, producing tolerable good work, and in good ground. The lode on the caunter is from four to five inches big, and yielding some good work. The lode in the rise, on this lode, is much as last week. The lode in the adit end is from four to six inches wide, but unproductive. The lode rising on the Mine Park is much as last reported. Our sumpmen have commenced sinking the engine-shaft; the ground at present is rather hard. We sampled to-day, at Wadebridge, about ninety-two tons of ore for January, leaving at the mine about twenty tons of owners' ore, making 112 tons, the produce of January.

Feb. 25.—Agreeable to my promise I write you again on the subject of the lode at the thirty fathom level. I have just seen the lode at this level fairly laid open, which I find is about two feet wide, east and west of the cross-cut, in an easy stratum of ground, producing fine rocks of ore (not solid), but good proving work in peach and spar, close in its texture, regular in its underlay, letting out a fair quantity of water, and presenting prospects for the forty fathom level equal to that of the twenty fathom level for the thirty fathom level. Set six fathoms to drive each way, at 2*l.* per fathom. I must just say, the lode on the caunter to-day is much improved, and the lode west from Johns' is looking well, producing good work, which I believe is one and the same lode. J. BRAY.

[It is now some months since we visited this mine. We are glad to find the ticketing paper reports well.]

POLBREEN MINING COMPANY.

Feb. 22.—We have not yet holed the winze sinking from the twenty-two to the thirty-two fathom level, but are hourly expecting to do so. The ground in the twenty-two fathom level cross-cut, driving towards Rowe's shaft, is moderate, and hope to complete the distance by the end of March next; the shaft also will be down by that time and communicated. At this level, going west of flat-rod engine-shaft, Dorcas's lode is about six inches wide, and producing some good work. This day being our setting for March we have set twelve pitches, varying from 10s. to 13s. 4d. out of the 1*l.*; about six weeks ago we set a party of tributers (five men) to work on tribute at 13s. 4d. out of the 1*l.*, in the east end of diagonal winze (Murray's), and since that time we calculate they have broken about ten tons of copper ore, of moderate quality; the same pitch is now set at 10s. out of the 1*l.* R. ROWE.

[Of this concern we have our apprehensions, and we advise the managers, in London and in Cornwall, to study economy, and, as the first proof of their good intentions, put it in practice as affects themselves.]

UNITED HILLS MINING COMPANY.

Feb. 25.—In sinking the winze at the adit level the lode is two and a half feet wide, with stones of ore. In the ten fathom level no alteration. In the twenty-seven fathom level the lode is two feet wide, producing a small quantity of ore. In the thirty-six fathom level, in the eastern end, the lode is two and a half feet wide—poor; west end lode is three feet wide, orey throughout, but coarse in quality. In the forty fathom level, east of Webber's winze, the lode is three and a half feet wide—good ore. East of eastern shaft the lode is two and a half feet wide, one foot on the north part good ore. West of Diagonal shaft the lode is four and a half feet wide, two feet very good ore. In the Diagonal shaft the lode is six feet wide, orey throughout, but not rich. In the fifty fathom level, in driving east, the lode is three feet wide, producing but little ore; in the west end the lode is four feet wide, eighteen inches on the north part very good ore. In Williams's shaft the lode is five feet wide, ore of a fair quality. C. PENROSE.

[This undertaking appears to be fairly managed, and the reports are more business-like than many we could cite.]

WEST WHEAL JEWEL MINING ASSOCIATION.

Feb. 24.—In Buckingham's shaft the ground is much the same as in our last report. We have communicated the south adit shaft to the forty-two fathom level; this is a very important object accomplished, as it will enable us to drive on the south lode west, and on Wheal Jewel lode east. The forty-two west, on Wheal Jewel lode, is one foot wide, more spar in the lode, with spots of ore—kindly. The forty-two east, on south branch, the lode is one foot wide, and worth 8*l.* per fathom. The thirty west, on south lode, is eighteen inches wide, spar, and stones of yellow ore. The thirty west, on Wheal Jewel lode, is increased in size, but not so productive for ore as in our last. The thirty west, on the north branch, is worth 4*l.* per fathom. The deep adit, west of Wilkinson's shaft, the lode is about two feet wide, composed of spar, mundic, and good stones of yellow and black ores. STEPHEN LEAN.

[This mine is one of fair promise, and miners do speak well of it. We think, however, it has hardly fair play, more money should be laid out in tutwork.]

TRELEIGH CONSOLS MINING COMPANY.

Feb. 22.—My entering into particulars of our prospects can be nothing more than a recapitulation of my report of last week, with the exception of an improvement in the forty fathom level, west of the cross-course, which I hope will lead to something good. W. SINCOCK.

[A very sensible report—for to expect changes weekly is too much.]

REDMOOR CONSOLIDATED MINING COMPANY.

Feb. 24.—In reference to the present prospects of these mines, I beg to say the lode in the north end, at the eighty fathom level, is presenting a more favourable appearance than seen for some time past, being about eight inches big, yielding good work for silver-lead ores. In the seventy fathom level north the lode is from eight to ten inches in width, saving work. Our tribute pitches are without material alteration. At the north mine, in driving the cross-cut south of the engine-shaft, at the thirty fathom level, we have, in the past week, intersected another small lode, about one foot big, which is principally mundic, spar, and jack, interspersed with rich spots of copper ore, and presenting a kindly appearance; it gives us pleasure to say that this part of the mine is now presenting steady indications of future success. We sampled on Thursday, the 20th instant, two parcels of silver-lead ores, computed 25 tons 3 cwt., viz.:—No. 1, 11 tons 15 cwt. 1 qr.; No. 2, 13 tons 8 cwt. 3 qrs., samples of which are forwarded to the different smelters for sale on Wednesday, the 4th day of March next. R. ROWE.

[Here a change must necessarily take place. An expensive establishment, and, as appears to us, a want of diligence and regard for the interests of the adventurers, requires to be looked into. The quantity of ores sold is not a criterion, as we observed on the dressing floors ore, which, at the price obtained for it, we should say, could not pay as sampled. More care is necessary here.]

CORNUBIAN MINE.

Chiverton, Feb. 25.—Our fifty fathom level, on Chiverton lode, has not improved this last week. The same level, on the south lode, we have done but little these several days, in consequence of bad air, but our rise will soon be through to the level above, and then we shall have a fresh supply of air. The forty fathom level is looking very promising, being a good sized lode, with lead in it, but not rich at present. The thirty-two fathom level is poor. We weighed from the tributers last Saturday forty six tons of lead, which will be sold on Saturday, March 7. We have now undressed, for a new parcel, 3 tons; undretued, 7 do.; broken underground, 7 do. Produce of the week ending 25th February, 11 tons. J. BORLASE.

TINCROFT MINING COMPANY.

Feb. 19.—I beg to inform you that we have this day sampled 133 tons of copper ore, which will fetch about 600*l.* The tin sold per ticket yesterday will be delivered in the course of this week—the private parcel by about the end of the month; expect to make it near twenty tons altogether, more than that it would have been but for the late misfortunes; we hope to be in fork to the bottom of the mine by Monday or Tuesday next. With respect to the state of the mine I can speak of no alteration. All our eastern ground continues to look well, and our prospects both for tin and copper ore, and hope to get our new engine at work by this day week; we are now as busy as possible about it night and day. The flat rods to Palmer's and old Tincroft we hope to get to work in a few weeks after the engine. W. PAUL.

[We visited this mine when in Cornwall, and acknowledge our obligations to Captain Paul for the very ready manner in which our inquiries were met. The mine has a good appearance at surface, and the ticketing paper is a fair report of underground operations. She is working to a profit with a heavy cost for tutwork and surface, which is met by the returns.]

PERRAN CONSOLIDATED MINING COMPANY.

Feb. 22.—The lode at the thirty-three fathom level going east of Flat-rod engine-shaft is large, but still unproductive; it is composed of mundic, jack, and spar. At the twenty-five fathom level going east it is also poor, about three feet wide, a little lead, jack, and mundic. The tribute pitches are just as last reported, producing some ore sufficient to enable the men to earn wages in their respective tributes. We sampled last Monday thirty-three tons of lead ore, particulars of which have been forwarded you. R. ROWE.

[If we mistake not, we heard, when in Cornwall, that this concern was "knacked," we cannot, therefore, understand the continuance of weekly reports—the shareholders should inquire.]

PROCEEDINGS OF PUBLIC COMPANIES.

HOLMBUSH MINING COMPANY.

The annual general meeting of the shareholders of this company was held at the offices, in New Broad-street, on Thursday, the 27th inst.

EDWARD BLOUNT, Esq., in the chair.

The advertisement having been read, as also the minutes of the preceding meeting, the CHAIRMAN observed, that he should not detain the meeting by many remarks of his own; the report which the directors had to present was as brief as they could make it, and which it was only necessary should be so, the proceedings and affairs of the company being at all times before the shareholders at the office; the report, however, he was happy to add, was a favourable one, inasmuch as they had before met under different circumstances, and they might now say the concern to be in a flourishing state; there was one point, however, to which he wished to refer, as not being mentioned in the report about to be read, and which regarded the renewal of the lease; this he could not inform them as having been obtained, but they had every assurance that such would be renewed, and they need be under no apprehensions upon the subject.

The following report and statement of accounts was read:—

REPORT.

The directors of the Holmbush Mining Company, at the present annual general meeting of the shareholders, have the pleasure to lay before them a statement of the accounts for the past year, which have been examined and passed by the auditors. By these accounts, it will be seen, that the directors have been able, from the profits of the mine, to pay four dividends of 1*l.* per share during the last year, after investing 5 per cent. on the amount of such dividends, as prescribed by the regulations of the company, as a reserved fund, and they have at present in hand, arising from profit to the 31st December last, a sum of 1073*l.* 19s. 11d. for the payment of the dividend payable this day. The amount of profit during the past year would have been considerably greater, but for the depressed state of the standard for many months; they are, however, happy in being able to state, that latterly it has advanced, so that with a small increase in the quantity sampled for December, the profit on that month was 648*l.* 14s. 9d., and they fully anticipate an equal or greater profit for the ensuing months.

For the progress that has been made in working the mine, the directors beg to refer to the reports which have been received weekly, and which are at all times open to the inspection of the shareholders, and in addition to which they beg now to submit to the meeting the report of their manager, Mr. Hitchens, which is of a nature highly satisfactory.

Owing to the great increase of water in the new shaft, the operations at this part of the mine have been for some time suspended, and impressed with the great importance of proceeding with the work with all dispatch, the directors considered it advisable to purchase a steam-engine, and are happy to say that one, a 38-inch cylinder, has been obtained on advantageous terms, and is now in the course of erection, so that the operation of sinking this shaft will be very shortly resumed, and looking to the improved state of the standard, and the increase in the monthly sampling, the directors confidently anticipate paying the cost of the engine and erections, together with the increased monthly expenditure arising from the sinking the shaft, and at the same time continuing the dividends at the same rate as heretofore.

In conclusion, the directors congratulate the shareholders on the present state of the affairs of the company, and the prospects of still more favourable results at no very distant period.

From the statement of accounts it appeared that the raisings of the past year were 16,507*l.* 11s. 4d.; the cost and dues 11,390*l.* 14s. 10d.; from which four dividends had been paid, and one now in course of payment; leaving 1073*l.* in hand.

The CHAIRMAN then presented a very copious report from Captain Hitchens, which, though a valuable document, was too lengthy to be read entire to the meeting; he therefore suggested, that, as the same would lay on the table for the perusal of the shareholders at their leisure, they should now read the part only which referred more particularly to their present and future operations; the report embraced three subjects—1st, the past workings of the mine; 2d and 3d, the actual work now in progress, with the prospective. Now, these two latter he would propose be read, which having been decided by a show of hands, was accordingly done by the secretary, and which throughout elicited many expressions of satisfaction—it stated that, without taking into consideration the returns from the 100 fathom level, there was at present in sight, in the upper levels, ore to the extent of 37,400*l.*

Mr. FRANCIS WILSON moved, "That the report and accounts be received and adopted," when

Mr. A. HARVEY rose to protest against the accounts being received; he stated that, at the last meeting, he moved that a committee be appointed to investigate the accounts, which was, however, set aside, on the promise of the directors that they should be open for the inspection of the shareholders; the honourable proprietor proceeded to state, amidst several interruptions, that he had taken several opportunities of waiting upon the secretary and directors, to request an examination into the accounts, but without effect, being told that he must bring the subject before the annual meeting; now, from the opposition he had met with from the directors, he was of opinion that they were afraid to go into them (cries of "oh! oh!" and interruption, when the chairman rose to order, and begged that the proprietor might be allowed to proceed). He, resuming, then went on to say, that, having been refused access to the accounts, he was decidedly of opinion that something was wrong; he cared not for the testimony of the auditors—they were interested in other concerns, with some of the directors of this—nor did he know enough of the directors to place any confidence in them; he had inquired of people as to who they were, but could get no expression of commendation of them; all he could learn was, that a party to whom he put the question, believed Mr. Heathorn to be an honest man; with reference to the mine, he observed he did not wish for a moment to depreciate its value; he believed, indeed, it to be one of the best in the kingdom, and being a native of its immediate vicinity, he was well enabled to know its value, but he was not satisfied with the accounts, nor should be so until some independent party had examined them; he therefore objected to their reception.

Mr. F. WILSON then rose—he was glad to hear of the proprietor being impressed with the value of the mine; so far they rowed in the same boat, and was ready to acknowledge the right of a proprietor to express his opinions, but when the feeling of every other is that unanimously of satisfaction, and one party alone wishing for the accounts, he held it to be the duty of the directors, and he would be one to support them in resisting it, as such a course might prove detrimental to the interests of the company. The character of the directors, too, and the accounts just read, was so above board and honest in its details, that he did submit to the proprietor to abide by the decision of the meeting. He observed, that he before attended their meetings when the company were in great difficulties—he then saw the confidence reposed in the directors, and he felt assured they had now no reason to doubt it.

Mr. HEATHORN observed, the directors were at one time under responsibilities to the amount of 2000*l.* or 3000*l.*

Mr. BRADLEY (one of the auditors) here expressed his satisfaction with the examination of the accounts, at the same time stating that he was in no way connected with the directors, and, after some few words from the chairman, who repudiated the charges made against the directors and auditors by Mr. Harvey,

Mr. FARRER observed that, that Mr. Harvey did not know the directors was his misfortune; he for one had the honour of knowing them, and a more honourable set of men did not exist. He remembered the meeting when a committee was first talked of, when auditors were chosen—why did he not come forward then to object. He trusted the proprietors would feel it their duty to resist any thing of the kind. The gentleman has now, however, made his speech, and having gratified himself by attacking a board of honourable men, he trusted he would fall in with the views of the proprietors, and that they would close the meeting by passing a vote of support to the directors.

Mr. CHIPPENDALE wished to know how the directors intended to invest the reserve fund of 5 per cent. on the dividends paid?—The CHAIRMAN replied that at present it was in Exchequer Bills, but when the amount should be enlarged the directors intend to invest the same in the funds.

In answer to a question by Mr. Wilson, the Chairman observed that there was every prospect of keeping up the payment of a dividend every two months.—He (the chairman) then submitted the resolution of a former meeting, voting the sum of 400*l.* to be given to the directors for past services, 200*l.* of which was agreed to be paid forthwith, and the further 200*l.* to be taken into consideration at this meeting; he wished to bring this before the meeting, because he was sure of its being opposed by the proprietor who had before addressed them, and the directors might not be open to the charge of acting underhanded.

A resolution was passed, with two dissentients, that the report and accounts be received and adopted; as also, the 200*l.* for the directors, to be disbursed at such time as may appear most advisable to them.

Mr. Harvey wished to move, that the accounts be printed, and circulated amongst the shareholders, but upon being informed that he would be allowed to take a copy, withdrew his motion.

Thanks were then voted to the chairman and directors, as also to the auditors, and the meeting separated.

ENGLISH MINING COMPANY.

A special general meeting of the shareholders in this company was held at the George and Vulture Tavern, on Wednesday, the 26th inst., being convened by *private* circular—economy being observed by the directors, in not incurring the expense of advertising, while the opportunity was not afforded us of taking notes for the information of absent proprietors. Having, however, the means of laying before our readers the substance of the proceedings, we defer, until a future Number, entering into those details which have excited so much interest, and have, indeed, manifested themselves so plainly at this and other meetings. Shortly after the hour named for holding the meeting, a large number of shareholders assembled—we should say at least from 100 to 120—amongst whom were many highly respectable and influential gentlemen connected with mercantile pursuits. The proceedings, which occupied four to five hours, created considerable interest.

J. Burton, Esq., in the chair.

The business of the meeting being opened by the chairman, the report of the committee, appointed at a former meeting, for the purpose of examining into the affairs of the company, was read, during which several expressions of feeling were manifested, in a manner which must have been felt severely by the parties implicated in the several transactions to which reference was made. It would not, perhaps, be prudent to furnish the report, even if we possessed a copy, but as it will, doubtless, form subject of litigation, we fear our columns will be occupied with more details than we could wish. The report of the committee having been read, it became the duty of the chairman to submit the same to the meeting, for their approval and adoption, or rejection, but that gentleman, feeling that he, as a director, was implicated by the report made, declined to put the question to the meeting, and accordingly vacated the chair. We shall not attempt to follow the various speakers, amongst the most prominent of whom was the Hon. Mr. Alexander (a large shareholder), and who had arrived from Scotland purposely to attend the meeting, and therefore shall at once proceed to state the result. Mr. Burton having, as already observed, vacated the chair, it was taken by

Fowler Newsom, Esq.,

When the report of the committee having been submitted to the meeting, it was unanimously approved and adopted, and the thanks of the proprietors were given to the committee. As a strong feeling was evinced with reference to the acts of the directors, a resolution was passed to the effect, that a subscription of 1*s.* a share be immediately entered into, for the purpose of taking opinion of counsel on the several points mooted in the report, which it was resolved upon should be done forthwith.

Without entering into particulars, we cannot but note the circumstance reported by the committee, viz.—that one of the directors, Mr. Duncan Campbell, had acted, received fees of office, and, in all respects, performed the duties of director, without holding the number of shares necessary for qualification—the consequence is, that all acts done by him are deemed illegal, and hence a question arises, which we fear will give to the lawyers some profit, while none will go into the pockets of the shareholders. We should advise them, if they consider themselves injured, to expose the acts of the party, but compromise the matter.

Thanks having been given to the chairman, the meeting broke up.

WHEAL SISTERS MINING COMPANY.

The half-yearly general meeting of the shareholders in this company was convened for Friday, the 28th inst., to meet at the offices of the company, New Broad-street.

Thomas Hackett, Esq., in the chair.

A considerable time having elapsed without a sufficient number of proprietors having assembled to constitute a meeting, a conversation ensued on the subject of the affairs of the company, and a feeling being manifested by the parties present, that it was desirable, under all circumstances, to determine on the propriety, or otherwise, of abandoning the undertaking, the directors were requested to direct their attention to the subject, and to call a special general meeting, on an early day, to determine on the same. From observations made, it appears that the Wheal Brothers (adjoining) mine has been taken up by parties, but who are not working her, although some discoveries were said to have been made some time since. The policy of working the two mines as one concern was talked of, but nothing definite was proposed, nor was any disposition evinced to incur the expenditure for the erection of the machinery necessary for the purpose.

GREAT WESTERN RAILWAY COMPANY.

A half-yearly general meeting of the proprietors in this company was held at the offices, in Princes-street, Bank of England, on Thursday, 27th inst.

Charles Russell, Esq., in the chair.

The Secretary having read the advertisement convening the meeting,

The Chairman said, it was impossible not to feel the deepest regret, and which would be participated in by the whole body of shareholders, at the untimely and lamented loss they had suffered in the decease of their late lamented chairman; to all, his business-like habits, and urbanity of manners, were well known, but it was, perhaps, only his colleagues who could justly appreciate his real usefulness in the situation he held among them, and who could observe one consistent and uniform line of conduct—that which he considered to be right. Since the last meeting at Bristol, the directors had fulfilled a promise then made, that the report and accounts should be printed and circulated previous to the meeting; it had been in contemplation to distribute them some days previous, but it being considered that this might in some measure prove only a partial distribution, it was determined to reserve them until the morning of the meeting, and the directors felt great pleasure in complying with this wish of the proprietors; it was highly gratifying to him, on this first occasion of meeting them as chairman, that the report should be of so favourable a nature (for such he considered it was); as far as regarded that part of the line which was completed, he thought it must be viewed by every proprietor with unmixed satisfaction, and as to the part yet remaining unfinished, though not so much had been done as could be wished, still, from the state of the weather for the last seven months, he thought it was as much as could be expected; in three or four months, sixty-three miles from London would be completed, and before the end of the year the other important parts of the line will be in an advanced state, and when he hoped they should not be far from the realisation of those expectations which had induced them to embark their capital in this undertaking; he would not detain them further, but request the secretary to read the report, after which he should be most happy to give every information in his power.

L. Heyworth, Esq., asked if the sum of 13,933*l.* 11*s.* 6*d.*, charged to "engineering, surveyors," &c., was likely to be a permanent charge—whether it included the engineer's salary, and whether it would probably increase or diminish? He thought a more detailed statement ought to be afforded, at all events, on future occasions.—The Secretary said, it included every charge connected with the engineering and surveying department, and the salaries to the engineers.—Mr. Heyworth wished to be informed the expense of the electro-magnetic telegraph which had been laid down, and the distance—also what real good was expected from its use?—The Chairman said, at present the cost had been 3000*l.* for thirteen miles, or about 250*l.* per mile. It had fully answered the purposes intended, that of conveying signals, in a very short space of time, from one station to the other; as the expense for the whole would, however, be considerable (say 20,000*l.*), it had for the present been discontinued.—Mr. Heyworth said, he could not see any real utility in the invention, and he trusted, before the work was resumed, that the directors would consult the proprietors at a general meeting, as it entailed a very serious expense.—The Chairman said, he could assure the meeting that they would take no step that they could not afterwards fully justify.—Mr. Heyworth asked if the 3441*l.* 16*s.* 5*d.*, under the head of general charges, as salaries, &c., nearly 7000*l.* per annum, would be considered as a permanent annual charge?—The Secretary said, that must, of course, depend on the stations employed and length of line opened. He should, however, think it would rather, in the end, diminish than increase.—Mr. Heyworth said, there certainly was much that was gratifying in the report, but still they were doomed to encounter continual disappointment; they had been promised, at their last meeting, that the line would be opened to Reading and Steventon before this meeting—this had not been realised. That part of the line, from Bristol to Bath, they had been told would be opened in July, 1838, then in March, 1839, then the summer of 1840, and now in the next autumn. He was aware that the late rains must have much impeded the progress of the works, and the reasons given are plausible, but delays are dangerous, and if they lose the summer months, winter will come on, and again throw them into another year. He considered, if the exclusive attention of the engineer was given to this line, much more might have been done, particularly the distance between Bath and Bristol, which would immediately make such additional returns. On the London and Birmingham and Grand Junction lines, the engineer's attention had been exclusively called to the particular line on which they were engaged as engineers, and the result had always been the rapid completion. He had no objection to Mr. Brunel being engaged as consulting engineer on other works, but he thought, what with the steam-vessel communication between America and London, the Bristol and Exeter Railway, and the Cheltenham and Great Western Union Railway, Mr. Brunel had more upon his hands than any man can possibly attend to; and he would press upon the directors to secure the entire of Mr. Brunel's attention to their own works.

The Chairman said, that the delays had certainly been great, but they were inseparable from all large works; when Mr. Brunel promised certain things to be finished, he could not foresee the weather that has been experienced during the past seven months. As to his exclusive attention, he would just observe, that all the works mentioned by Mr. Heyworth are of the utmost consequence to the success of the Great Western line, to all of which Mr. Brunel was only consulting engineer. He then read a document, comparing the opening of certain parts of the London and Birmingham, London and South Western, and Great Western lines, by which it would appear the time of opening the end stages was generally in favour of the Great Western.

I. T. Alston, Esq., alluded to the circumstance of the engineering department having already cost 160,000*l.* for only thirty-one miles of the line, while on the whole length of the Birmingham (112 miles) the engineering charge was only 88,000*l.*—this was extraordinary, and there must be some charges in the accounts which were not in the London and Birmingham, or some mismanagement.

The Chairman said it was impossible to compare the charges of two railways, under any particular head, unless it was known that they contained the same items; they should, however, be carefully looked into, and a detailed statement made.

Mr. J. H. Gurdon defended the proceedings of the directors and Mr. Brunel; he considered any extensive works carried on during the late severe weather would have been highly injurious in the end to the interests of the company; he trusted now the summer was coming, the best use would be made of it, and that at all events, they might not stand still for the sinews of war; he would advise the shareholders to imitate the Brighton Company, who though surrounded with difficulties, had, by the ready subscription of the capital, surmounted them, and were now in a fair way to success.

Mr. Vousley thought Mr. Brunel had more upon his hands than any one man could attend to; he thought the twelve miles between Bath and Bristol ought to have been finished long ago, which would have been a source of great profit; he bore testimony, however, to the excellent manner in which the large works—such as Maidenhead-bridge, &c. had been completed.

Mr. Crossthwaite then moved, "that the report be received and adopted," which, after some conversation, was carried unanimously.

Mr. Cayley then moved the resolution, electing the new directors to fill the vacancies which had occurred, and the re-election of Messrs. Holland, Ricketts, and Vining, whose period of service had expired, but who were eligible.—Mr. Heyworth, had no personal objection to any of the gentlemen named, but he must protest against introducing persons into the direction, merely from their wealth or standing in society, care ought to be taken that they were men of knowledge and experience in railways; he thought the present proposition neither proper or judicious, and he considered it would have been right for the directors, if only as a matter of courtesy, to have nominated one or two of the Lancashire proprietors—Lord Barrington, for instance, perhaps, was only a shareholder of yesterday, merely for the purpose of being placed in the direction; he (Mr. H.) had held a large interest from the commencement (600 shares), and it might be supposed from the stake he held, he took a great interest in its welfare—he should like to ask how many shares his lordship held?

The Chairman said he did not feel justified, in the absence of Lord Barrington, in answering the question; the motives which had induced the directors to nominate him, were from his business-like habits, and his residence being on a part of the line, where the attention of a director must prove of the utmost benefit; he should be most happy to act with gentlemen from Liverpool, but it must be well known how necessary it was that the utmost unanimity should prevail.

Mr. Heyworth proposed that Mr. John Roskell (whose family hold 1000 shares), should be elected.—Mr. Vousley and Mr. Rodgers supported Mr. H., and thought it right that large shareholders residing in the vicinity of the best lines of railway in the kingdom, and who were men of business, should have a seat in the direction.

Messrs. Hillyer and Crossthwaite took the same view, but, as it might appear invidious to oppose the present gentlemen named, begged Mr. Heyworth to withdraw his motion, as the directors would not act in opposition to the wishes of the proprietors. Perhaps at the next meeting an opportunity might occur of introducing a gentleman from Liverpool into the direction.

Mr. Heyworth then consented to withdraw his motion, and the gentlemen named in the report were elected.—Mr. Holland returned thanks in the name of himself and colleagues.

On the next resolution being put, to invest the board of directors with power for renting the Cheltenham and Great Western Union Railway, and the Bristol and Exeter, and thus relieve them from the outlay for first cost of locomotive engines, &c., an animated discussion ensued; Messrs. Heyworth, Alston, Crossthwaite, &c., wishing it to be postponed, and the executive to devote their entire attention to the finishing their own line; and Messrs. Hare, Burke, Frith, Gurdon, &c., in favour of the resolution, the carrying out of which would be so highly advantageous to the company.—It was at length agreed by the directors to withdraw the motion, but to continue the negotiations with the directors of those lines, and when drawing to a conclusion, to call a special meeting on the subject.

The next resolution was to empower the directors to raise the sum of 416,666*l.* on debentures, under authority of the Act, to enable them to defer for the present any further calls on the half shares, which was carried unanimously.—The resolution to repeal the bye-laws passed on 15th August, 1838, and substitute those produced, was carried unanimously, and to which the common seal was affixed.

Mr. Heyworth then called the attention of the meeting to the surplus of 70,000*l.*, and proposed a dividend of 2*l.* per share on 32,500 shares—thus leaving a surplus of 5,000*l.*, which, however, was generally opposed, and not seconded.

Mr. Bailey moved "That the thanks of this meeting be given to the directors, for their uniform zeal and attention to the best interests of the company," which was seconded, and carried amidst applause.

Mr. Hare produced a memorial, signed by the Bishop of Gloucester, the mayor of Bristol, and a number of the inhabitants of Bristol, Bath, &c., against Sunday traffic on the line. It was of considerable length, and deprecated the conduct of the directors of the Greenwich and other lines where increased accommodation was provided for persons travelling on Sundays;—that travelling on that day by railroad, introduced noisy and riotous conduct into the hitherto peaceful village, and induced the inhabitants of the village to seek recreation in the large towns within their reach;—proceeding in a similar style, it called upon the directors of the Great Western Railway to stop altogether traffic on a Sunday. It was, however, but coolly received; and the chairman said the directors had endeavoured to meet the views of persons more liberally disposed, and the travelling would be discontinued only during divine service in the afternoon.

Mr. Gurdon then moved the thanks of the meeting to the chairman, which was seconded by Mr. Heyworth, and carried unanimously.

The Chairman returned thanks, and the meeting separated.

LONDON AND BLACKWALL RAILWAY.

A half yearly general meeting of the shareholders in this company was held at the London Tavern, on Friday, the 28th instant.

William Routh, Esq., in the chair.

The Chairman said, that as the time of the proprietors was valuable, he would at once call upon the secretary to read—1st, the engineer's report, and, 2d, the directors' report, founded upon that, and as they were much in detail, it would be unnecessary for him to say much on the subject; there was, however, one important point to which he would just allude, as it would, no doubt, be satisfactory; there was now not the slightest stoppage to the progress of the works between the Minories and Blackwall; there had been many difficulties to encounter, and legal objections started, which they much feared would have obliged them again to have recourse to Parliament; he was, however, happy to inform them, that, by a careful and judicious line of proceeding, such step was avoided, and they were now in full possession of their property.

The Secretary then read the engineer's report, which stated, that they had hoped to have the line open next month, but, from the wet weather, and the legal difficulties which had arisen, that could not be effected; the time, however, would not be much extended; the three contracts on the line were nearly finished, and there appeared nothing to prevent the opening by the end of April. The engine-house in the Minories was nearly complete, and Messrs. Maudsly were now erecting the machinery. The engine work at the Blackwall end was also in a forward state. It was intended to have three stations between London and Blackwall, which, though locomotive power could not be advantageously employed in such short distances, their plan of a fixed engine and rope could be applied, and retain all the speed required. An electro-magnetic telegraph was also being erected by Professor Wheatstone and Mr. Cooke, for the instantaneous transmission of signals along the line.

The directors' report was then read, which, in a great measure, was founded on the above, and also alluded to the struggles in Parliament for the extension of the line to London-street—the whole of which works they hoped to get completed by 1841. The trustees of an estate at Blackwall, and another at Limehouse, had been the principal impediments, but which had now been amicably settled. It was not intended to carry bulky goods until the whole line was complete, and the charges for passengers, it had been decided upon fixing at the lowest remunerating prices. With respect to the estimates, they had not been materially exceeded; and though the property purchased had exceeded in amount what had been calculated upon, it was expected, on the resale of what they did not require, no material increase over the estimates would be found. The calls had been very well responded to—75,000*l.* had been raised by way of debenture, and they were empowered to raise 125,000*l.* more; and, from the improved state of the money market, they hoped, from this source, to avoid any further calls. With respect to the reduction of the number of directors, from sixteen to ten, it was considered whether it would not be courteous to the gentlemen who had gone through the difficulties of the undertaking, to allow them to remain until the opening of the line, and thus participate in the pleasure of seeing their complete success while still in the direction; at the same time they would reduce the total salary from 2000*l.* to 1200*l.* (being in the same proportion), to be equally divided.

Mr. Crawshay suggested the propriety of distributing the report among the shareholders on the morning of the meeting, as some other railways have done (the Great Western yesterday, for instance), as it enabled the proprietors to go into the merits, while, from merely hearing the report read before adoption, they had not the opportunity.

Mr. Harman suggested the sending them to every proprietor by the penny post the day before.—The Chairman said he thought the suggestion a good one, and he would take care in future it should be acted upon; in the present case, there were some circumstances which could not have been mentioned in the report had it been circulated before.

The statement of accounts was then read, by which it appeared the sum expended had been 431,696*l.* 19*s.* 7*d.*; and the balance in hand, 15,848*l.*

Mr. Atkins said, that, with every good feeling for, and in perfect amity with the directors, he considered sixteen directors more than was necessary for the conducting so small a line of railway; and he thought the reduction of the amount to 1200*l.* a most pitiful remuneration for the time they must bestow. He felt grateful for the effectual struggles they had made, but he thought it would be to the interest of the company to reduce the number; he would not now make any motion on the subject, but leave to their own judgment to meet the wishes of the shareholders.

The Chairman said he was happy Mr. Atkins had not concluded with a motion, as it would be much more grateful to their feelings to have it left in the way suggested. He had heard, about a quarter of an hour before the meeting, of the intention of some such motion, and had consulted his colleagues, who were unanimously of opinion it would be advantageous for all to remain at least until the opening; still, they were quite in the hands of the shareholders, and were ready to take any steps which might coincide with their unanimous wishes.

Mr. Crawshay said he had intended to have seconded such motion, had it been made; but after what had now fallen, he would leave it with the directors—distinctly to understand, however, that he considered sixteen directors quite unnecessary, and hoping they would decide upon the reduction of their numbers by six months, or at furthest twelve months, from the present time.

The Chairman proposed a resolution, "That 224 shares, on which the calls were not paid, due in April last, be forfeited," which was carried unanimously; and a second, giving them power to sell at such time as they may find desirable.

The Chairman said, from a communication he had that morning received, he believed it would not be necessary to sell these shares; but it was necessary the directors should have that power. He also stated that the arrears of calls were 24,000*l.*; but as that included the 60,000*l.* call made last month, he thought they were better off than many (he might say most other) railways.

The following gentlemen going out of office by rotation were then re-elected:—Messrs. Curtis, Esdaile, Farncomb, Ferris, Haigh, Harvey, Roskell, and Stock.

Mr. Atkins then moved, "That the cordial thanks of this meeting be given to the chairman and directors for the struggles they have made in carrying the bill through parliament, in spite of the extreme difficulties they have had to encounter, and opposition almost amounting to trickery," which was seconded by Mr. Crawshay, and carried unanimously.

The Chairman then returned thanks, and the meeting separated.

BIRMINGHAM, BRISTOL, AND THAMES JUNCTION RAILWAY.

A special general meeting of the shareholders in this undertaking was held (in pursuance of a requisition from several shareholders) at the offices of the company, 27, Kensington-terrace, on Monday, the 24th inst.

Sir John Scott Lillie in the chair.

The Secretary read the advertisement convening the meeting, as also the requisition, which called upon the directors to lay before the meeting a comprehensive statement and particular account of their proceedings, the situation, &c., of the stations, the intended mode of working, liabilities, assets, &c., of the company.

Mr. Lewer said, as one of the requisitionists, he begged to say that in signing that document he had not the slightest intention of embarrassing the directors, but he considered it highly necessary that the shareholders should be put in full possession of all facts relative to their present position, and the future prospects of the company.

The Chairman said a very erroneous opinion seemed to have gone abroad, that the directors wish to conceal their measures from the shareholders; in fact, he could assure the meeting that they had nothing to conceal, and, by calling at the office, every shareholder might obtain any information he desired; the works were not in a state of progression at present it was true, but, he would ask—who was to blame, the projectors of the company, or those who came in the direction afterwards, and found things in the state they were? He complained that a sufficient capital had not been raised in the first instance, or the works would have been in a much more advanced state; he had always had a high opinion of the undertaking, and had no doubt it must succeed, but they could not get on without funds; he informed the meeting it was his intention to resign his place in the direction on Monday next, the day of their half yearly general meeting, which being so near, he thought it a pity to have troubled them to meet this day; the directors were quite ready to give all the information required this day, but, as Mr. White had on Saturday suggested the appointment of a committee, to investigate and report to the half-yearly general meeting, perhaps that gentleman would move a resolution to that effect, which would give time for ample consideration of the subject.

Mr. White said, having been immediately alluded to, he would just say, that, as one of the original proprietors, he had, in conjunction with the directors, recommended the plan for joining the Kensington Canal—he did not, therefore, stand alone. He considered the present circumstances of the company, and the most preferable mode of proceeding, required deep consideration. He had, at great trouble, and not without some expense, made several calculations as to expenses, the best mode of working, &c., which, if the meeting consented to the appointment of a committee, he should feel it his duty to lay before them—his only object was the welfare of the company; he would, therefore, move—"That a committee be appointed to take into consideration the several points contained in the requisition calling the special meeting that day—such committee to report to the general meeting on Monday next."

Some conversation took place as to the number of the committee, how many should form a quorum, &c.—Mr. White said, he found it difficult to make sure of more than three gentlemen meeting at one time.

Mr. Gunter asked, if the committee would be able to get through their labours efficiently by Monday?—Mr. White said, it was uncertain; there might be a difference of opinion among them. He hoped, however, there would not.

It was at length arranged that Messrs. Holland, Hoole, Duncan, Latham, White, Moyan, and Whitchurch, should form the committee, any three to be a quorum; and that, to give ample time for their proceedings, it was understood that the shareholders should not be troubled to meet on Monday next, but the directors would attend, in order to adjourn the half-yearly general meeting to a future day—due notice of which should be advertised in the newspapers.

Thanks were then voted to the chairman, and the meeting separated.

EASTERN COUNTIES RAILWAY COMPANY.
SOUTHAMPTON DOCKS COMPANY.

We had prepared detailed reports of the meetings of the proprietors of the above companies, but, from a pressure of important matter, are reluctantly compelled to postpone their insertion. The directors' report of the Great Western Railway must stand over for the same reason.

West of England and South Wales District Bank.—By the report just published, the net profits of this concern on the year ending the 31st of December last, after deducting the whole charge of management, an equitable proportion of preliminary expenses and all bad and doubtful debts, are stated officially at 20,747*l.* 6*s.* 11*d.*, and the balance to the credit of the reserved fund at 3924*l.* 15*s.* 2*d.*, after paying a dividend of 6 per cent. per annum.

PUBLIC COMPANIES.

MEETINGS.

BRISTOL AND EXETER RAILWAY.—Notice is hereby given, that the next HALF-YEARLY GENERAL MEETING of the proprietors of this company will be held, in pursuance of the Act of Parliament, at the Merchants' Hall, in the city of Bristol, on Tuesday, the 3d of March next (instead of Thursday, the 20th of February, as before advertised), at Twelve o'clock, for the election of four directors in the room of those who retire, by ballot, and for other affairs. The chair will be taken at Twelve o'clock precisely.

FREDERICK RICKETTS, Chairman.

The retiring directors are eligible for re-election. Shares in arrear do not entitle the holders to vote. The transfer books will be closed on Saturday, the 22d day of February, and not be re-opened until after the said Half-Yearly General Meeting on the 3d of March. By order of the board of directors,

Office, 30, Broad-street, Bristol, Feb. 7. J. B. BADHAM, Secretary.

CORNUBIAN LEAD AND SILVER MINE, Perranzabuloe, Cornwall.—The directors hereby give notice, that a SPECIAL MEETING of the shareholders in the above Mine is convened to be held on Monday, the 2d day of March next, at the London Inn, Devonport, at Twelve o'clock, noon, to take into consideration the propriety of placing the Cornubian Mine upon the Cost-book system, and then and there to decide upon any other special matters in relation to the future working of the said Mine. By order of the board of directors,

Devonport, Feb. 12. R. LAWS, Secretary.

GREAT WHEAL CHARLOTTE MINING ASSOCIATION. Notice is hereby given, that a SPECIAL GENERAL MEETING of the shareholders will be held at the George and Vulture Tavern, Cornhill, on Monday, the 9th March, at One o'clock precisely, for the purpose of confirming, or otherwise, the resolutions passed at a Special General Meeting, held at the George and Vulture Tavern, Cornhill, on the 17th Feb. inst., for the purpose of taking into consideration the raising of a further capital, for carrying on the workings of the Great Wheal Charlotte Mine, and carrying on the objects of this Association.

Laurence Pountney-hill, Feb. 18.

CALLS.

CORNWALL GREAT UNITED MINES.—Notice is hereby given, that agreeably to the conditions and regulations of the company, a CALL is now made of THIRTY SHILLINGS per share, to be paid, on or before the 31st of March next, to Messrs. Masterman and Co., bankers, London, or to Sir Benjamin Heywood, Bart., and Co., bankers, Manchester.

On behalf of the committee, T. CROSS, Manager.

*** Shareholders neglecting to pay the above call will incur the absolute forfeiture of their shares.

WHEAL WALLIS MINING COMPANY.—Notice is hereby given, that the directors of the above Mine have this day made a CALL of FIVE SHILLINGS per share, to be paid into the Manchester and Liverpool District Bank, on or before the 28th day of March. The Secretary is empowered to endorse the scrips, on production of the bankers' receipt.

By order of the directors,

15, St. Ann's-square, Manchester, Feb. 11. HENRY CARR, Sec.

DIVIDENDS.

NORTH AND SOUTH WALES BANK.—The directors do hereby give notice, that a HALF-YEARLY DIVIDEND, at the rate of SEVEN PER CENT. per annum, on the capital stock of the company to the 31st December, 1839, will be paid (out of the net profits) on and after the 11th of March next, at the Head Office of the Bank, in Liverpool, and at the respective Branches.—No transfer of shares can be made between the 22d of February and the said 11th of March, as the books must be shut during that period. By order of the board,

Liverpool, Feb. 14. THOMAS A. CORLETT, General Manager.

Each proprietor will be expected, on applying for his dividend, to produce (if required) his certificate of shares.

MINING PROPERTY FOR SALE OR PURCHASE.— WILLIAM TRENERY, JUN., MINE AGENT and SHARE BROKER (late of Redruth, Cornwall), 50, Threadneedle-street, London, is in a situation to treat for the sale or purchase of the best mining shares in Devon and Cornwall, together with those that are at a considerable discount. Mines inspected by men of well known celebrity, and specimens of ores may be seen at his office. All communications to be post-paid.—Feb. 1.

ROYAL BANK OF AUSTRALIA.
Capital £1,000,000, in 20,000 shares of £50 each. Deposit £5 per share.

DIRECTORS.

Benjamin Boyd, Esq. | Alexander Cockburn, Esq.
Thomas Meux, Esq. | William P. Craufurd, Esq.
George Webster, Esq. | John Connell, Esq.
John W. Sutherland, Esq. | John Mitchell, Esq.

Standing Counsel—Peter Laurie, Esq.

Solicitors—Messrs. Parken and Webster, 13, New Boswell-court; Messrs. Johnston and Farquhar, 32, New Broad-street.

Bankers—Union Bank of London, Moorgate-street, Lothbury, and Argyll-place, Regent-street.

EDINBURGH—National Bank of Scotland.
LEITH—Edinburgh and Leith Bank.
GLASGOW—Western Bank of Scotland.
GREENOCK—Greenock Bank.
ABERDEEN—Town and County Bank.
ARBROATH—Arbroath Banking Company.
DUMFRIES—Southern Bank of Scotland.
AYR—Ayrshire Banking Company.

The object of the company is for the transaction of all banking business at Sydney, Launceston, Adelaide, Port Phillip, and such places as the directors may deem advisable; and it is intended to apply, as far as possible, the system which has proved so successful in Scotland.

The extraordinary progress which the Australian Colonies have made within the last few years, the continued flow of emigration towards them, together with the high value of money there, call for an increased number of establishments of this description, and the prosperous condition of the banks already in operation is a sufficient guarantee that under prudent management this investment must prove a most profitable and secure one to the shareholders, as high rates of interest are obtained with perfect security, in a country where from well ascertained data, capital is improving at rates varying from 50 to 75 per cent. per annum.

The following extract from the official share list of February 4, 1840, shows the present value of stock in two of the Australian Banks formed in London.

	Original share.	Paid up.	Present price.
Bank of Australia	£40	£40 0	£57 10 0
Ditto (new shares)	40	10 0	17 10 0
Union Bank of Australia (estab. in 1838)	25	17 10	25 10 0

Nor can the prosperity of banking operations connected with those colonies be better illustrated than by reference to the satisfactory report of the Union Bank of Australia, presented to the proprietors at their general meeting on the 3d of February, and by the following extract from the Rev. Henry Carmichael's pamphlet on New South Wales, wherein he observes—"There are at present in Sydney three Joint-Stock Banking Companies in operation, with a paid-up capital of about £80,000 each; which divide a profit annually of from 20 to 25 per cent." His Excellency, Sir James Stirling, also, in his recent work on Western Australia, says, in allusion to the Western Bank of Australia—"The second half year left a clear profit over the expenditure of 14½ per cent., which, after setting aside one-fifth as an accumulation fund, according to an existing rule, enabled the directors to declare a dividend of 11½ per cent. on the paid-up capital; at the close of the year no dishonoured bill remaining on hand, nor had the solicitor of the bank to commence a single suit for the recovery of a debt due to it."

The directors have for some time been making arrangements for immediately carrying into effect the objects of the company, and in order to advance the influence of the bank in the colonies, they have reserved a portion of the shares for distribution there.

As the principal part of the business must necessarily be carried on in the colonies, it has been thought inexpedient to have a numerous board of directors in London. It has therefore been determined that the number shall not at any time exceed ten, but to secure the prudent administration of the affairs of the bank, a complete system of superintendence is now being organized by the directors for the establishments in the colonies.

A sufficient capital has already been subscribed to enable the directors to commence business immediately. They have therefore resolved, in order to avoid the inconvenience which has been found to arise in other undertakings from an unrestricted application for shares, and to induce only those to apply who wish to become *bonâ fide* proprietors, not to entertain any application unless made in the printed forms provided by them for that purpose, and accompanied by a payment of £1 upon each share applied for, the directors reserving to themselves, at the time of appropriation, the right to reject or comply with such application, either in whole or in part, the money to be returned if the application be rejected, and to be placed to the credit of the party in respect of the shares allotted to him if accepted.

For the guidance of those who may wish to become proprietors, it may be mentioned, that it is not in contemplation to call up more than £10 per share for the next twelve months.

The directors have postponed filling up the London board to the full number of ten, in order to give them the opportunity of selecting influential proprietors, whose assistance and co-operation they may think it advisable to secure for the interests of the concern; power is reserved to them for that purpose, and they are also authorised to complete all other arrangements necessary for putting the company into immediate operation.

Application for shares, in accordance with the printed form, to be made to Messrs. Boyd, 4, New Bank-buildings, Lothbury, London.

THE THAMES TUNNEL IS OPEN TO THE PUBLIC every day (except Sunday), from Nine in the morning until dark. Admittance One Shilling each. Entrance near the Church at Rotherhithe, on the Surrey side of the River. The Tunnel is now upwards of 1030 feet in length, brilliantly lighted with Gas, and is completed to within 80 feet from the Wharf-wall, Wapping.

By order, J. CHARLIER, Clerk to the Company.

Thames Tunnel Office, Walbrook-buildings, Walbrook, Feb. 21.

THE PATENT SAFETY FUSE, FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.:—

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Camborne, Cornwall.

PUBLIC COMPANIES.

MEETINGS.

Hull and Selby Railway	Town Hall, Hull	Feb. 29	12.
London Grand Junction Railway	58, Cheapside	29	1.
Great Leinster and Munster Railway	62, Moorgate-street	29	1.
North Midland Railway	London Tavern	March 2	12.
Cornubian Mining Company	London Inn, Devonport	2	12.
Thames Tunnel	London Tavern	3	1.
General Reversionary Investment Co.	Thatched-House Tavern	3	1.
Great North of England Railway	Darlington	3	12.
Bristol and Exeter Railway	Merchants'-hall, Bristol	3	12.
London and Westminster Bank	Bank, Lothbury	4	1.
Alliance Gas Company	39, Finsbury-circus	4	1.
Equitable Gas-Light Company	Office, John street, Adelphi	4	12.
Hayle Railway Company	Rectory-house, London-wall	5	1.
Arigna Iron and Coal Company	Office, Liverpool-street	5	1.
Imperial Brazilian Mining Association	London Tavern	5	2.
Anti Dry-Rot Company	2, Lime-street-square	5	12.
West Cork Mining Company	New Broad-street-court	5	1.
Manchester and Birmingham Railway	York Hotel, Manchester	5	12.
Great Wheal Charlotte Mining Assn.	George and Vulture Tavern	9	1.
British Waterproofing Company	432, West Strand	12	1.
Grand Collier Dock Company	28, Fenchurch-street	13	12.
Hennock and Christowe Mining Co.	On the Mine	19	12.

CALLS.

N. Brunswick & Nova Scotia Land	3*l.*	Feb.	29	Williams and Co.
London and Brighton Railway	5*l.*	March	3	Smith, Payne, and Smiths.
London Cemetery Company	3*l.*		3	Wright and Co.
London Parcels Delivery Co.	5s.		6	Attwoods and Co.
Southampton Docks Company	5*l.*		7	Williams, Deacon, and Co.
Midland Counties Railway	10*l.*		9	Glyn, Halifax, and Co.
Durham County Coal Company	2½*l.*		12	Williams, Deacon, and Co.
Wheal Wallis Mining Company	5s.		28	Manchester&L'poolDist.Bank.
Cornwall Great United Mines	1½*l.*		31	Masterman and Co.
Porth Cawl Iron and Coal Co.	10*l.*	April	1	Union Bank, Moorgate-st.
Cambrian Iron and Spelter Co.	2½*l.*		10	London Joint-Stock Bank.
Gen. Reversionary & Investment	10*l.*		18	Drummonds.

DIVIDENDS.

Holmbush Mining Company	1*l.* per share	New Broad-street . Feb.	27.
Imperial Slate Company	2½ per cent.	53, Lincoln's-Inn-fields.	—
Mining Company of Ireland	10 per cent.	At their Offices . March	1.
Leeds and Selby Railway	2*l.* per share	Williams, Brown, & Co.	2.
Ship-owners' Towing Company	5s. 6d. „	102, Leadenhall-street	11.
North and South Wales Bank	7 per cent.	Bank, and branches	11.
General Steam Navigation Company		69, Lombard-street	23.
Wicklow Copper Company	7½ per cent.	22, Tokenhouse-yard	30.

Bilston Bank, 6 per cent.; Carlisle and Cumberland, 7½ per cent.; Carlisle City and District, 6 per cent. (with bonus of 1 ditto); Commercial Bank of England, 2½ per cent.; Dudley and West Bromwich, 10 per cent.; Leeds and West Riding, 12 per cent.; Liverpool Bank, 6 per cent. for half-year; Liverpool Union, 5 per cent. for half year; London and County Joint-Stock, 5 per cent.; Newcastle, Shields, and Sunderland Union, 10 per cent.; Northamptonshire Union, 7s. per share for half-year; North of England Joint-Stock, 10 per cent.; Pares' Leicestershire, 15 per cent.; Sheffield and Rotherham, 10 per cent.; Stourbridge and Kidderminster, 5 per cent. for half-year; Shropshire, 10 per cent.; West Riding Union, 10 per cent.; Wilts and Dorset, 6 per cent.; Whitehaven, 15 per cent.; York City and County Bank, 12 per cent.; Birmingham Bank, 10s. per share; Chesterfield and North Derbyshire, 7½ per cent.; Stockton and Durham County Bank, 5 per cent.

WEEKLY RAILWAY TRAFFIC RETURNS.

LONDON AND BIRMINGHAM RAILWAY.

[*Length of Line, 112½ miles.*]

	£	s.	d.
The gross amount for conveyance of passengers, parcels, carriages, horses, and mails, for the week ending the 22d February	9,246	0	4
For merchandise for the same time	1,794	18	5
Cattle	46	10	0
Total	£11,077	8	9

GREAT WESTERN RAILWAY.

[*Length of Line opened, 31½ miles.*]

	£	s.	d.
Passengers for the week ending 26th February	1826	8	1
Parcels and merchandise	293	13	7
Total returns for the week	£2120	1	8

LONDON AND SOUTH-WESTERN RAILWAY.

[*Length of Line opened, 58½ miles.*]

Total receipts for passengers, parcels, &c., on this line for the week ending February 23, £2083 16s. 4d.

EASTERN COUNTIES RAILWAY.

[*Length of Line opened (to Romford) 10½ miles*]

Passengers to February 16	192,131
Ditto, for the week ending February 23	3,755
Total passengers	195,886

LONDON AND GREENWICH. [*Length of Line, 3¾ miles.*]	LONDON AND CROYDON. [*Length of Line, 10¼ miles.*]
Week ending 27th Feb..... £859 0s. 0d.	Week ending 27th Feb..... £433 5s. 4d.

NOTICES TO CORRESPONDENTS.

History of the Iron Trade.—The Number of the Mining Review accompanying the present Journal, contains the Second Part of this work, which is so arranged as to form a *separate* Volume, or can be bound up, at its conclusion, with the Review.

Share List.—We have received so many communications from correspondents on subject of prices of shares, that while we confess our inability to render it as perfect as we could wish, we regret that, under any circumstances, it appears impossible to please all. For some, prices are too high; for others, too low. Some think we do not embrace a sufficient number of companies, and then, again, others say too many. The old fable is too familiar to our readers to require ought more than to refer to its moral. The difficulty of pleasing all is such, that we fear we must leave our Share List, as far as mines are concerned, blank with reference to price, and only insert figures, when duly authenticated, of bargains actually done. We fear this will not please.—*Qy.* What will?

Our Leith correspondent (135) is informed that the Journal was transmitted in due course. His complaint is not the only one of want of regularity in the delivery on the part of the Post-office. We forward by this post a duplicate copy, and hope on all occasions, now that postage is so cheap, that our subscribers will never hesitate in writing direct to us. We shall, at all times, be glad to comply with their requests when in our power.

We have received several complaints from subscribers that the Journal is not delivered in office hours on the day of publication; we can only say, that the time of publishing, although nominally two o'clock, is generally two hours earlier. It is not, therefore, our fault; we shall be glad at all times to correct errors where the matters complained of are under our controul.

THE MINING JOURNAL,
Railway and Commercial Gazette.

LONDON, FEBRUARY 29, 1840.

Since the brief notice which appeared in our columns on subject of the sulphur trade, we have received several communications from correspondents, at whose desire we have this week transferred to our pages the first part of the article previously referred to, and inserted in the last Number of the "Statistical Journal," the conclusion of which will be given with our next. The importance of the subject treated upon—the able manner in which the monopoly is exposed—and the value to be attached to the tabular matter will, we doubt not, be duly appreciated, more particularly when it is considered that, by the agitation of the question, our own mines are likely to be benefitted. We have before observed, that mundic, or sulphur ores—the "attle" or refuse from working mines at home, which were treated as valueless, are now being bought up by parties—and, in one instance we know of a considerable mass of "attle," which is now being picked over and returned, the price given being about 20s. per ton. We were, we believe, the first to direct attention to the sulphur ores in the county of Wicklow as well deserving the attention of the miner—the ores of Ballymurtagh being of that nature, that in the separation for sampling, it is, to an unpractised eye, hard to define which is the ore and which the "halvans," while thousands of tons are lying at surface too poor to return for copper, but rich in its yield for sulphur. From this district sulphur ores are now being forwarded to a house at Liverpool, for which 25s. a-ton are given, and we doubt not but that ere long we shall be independent of foreign countries for the supply of sulphur, and may rely on our own resources.

Considerable improvements have taken place in the manufacture of this article of late years, and each month's specifications of patents prove that further discoveries are being made by the practical chemist. We recommend the article to a careful perusal; while the subject is one of so much interest, that we hope to have occasion to record, ere many months elapse, that the refuse or waste of our mines will be rendered available, and help out the cost in prosecuting workings, by way of discovery, on poor lodes. When the paper is entire before our readers, we may have something further to say on the merits of the question at issue.

We have again this week to draw attention to the proceedings of the "English Mining Association"—a brief report of which will be found in our columns under the head of "Public Companies." We must say that the Cornish miner has much cause for complaint of the mode in which London concerns are generally carried on, and the expensive and imperfect system of management observed, which, while it involves a heavy charge on the mine, is an act of injustice to all parties concerned, and tends much to injure the mining industry of Cornwall, and create a false impression on the minds of London adventurers. We have this week scanned over the reports received from the agents of the several mines worked as public companies, and have appended such observations as appeared meet. This course we purpose adopting on future occasions; and although we do not pledge ourselves to make it a general rule, we shall, when possessing the means of commenting on the reports from personal inquiries or authentic information, at all times offer such remarks as will, we have no doubt, act as a wholesome check on fallacious statements when put forth, while they will be found to enhance the value of reports from the very circumstance that they will be more guardedly written when it is known that a postcript may be appended to them.

We have had occasion to remark, of late, on the system of deception and robbery practised by directors of public companies, and regret that there is not sufficient public spirit to make an example, while the mazes and intricacies, with the technicalities of the law, too oft throws around the parties to whom is attached culpability, that cloak of concealment or security which precludes justice being done to the community at large, or the party being held up to public odium and punishment. We last week noticed a case which has excited some interest, more especially from the circumstance of several of the parties implicated moving in a highly respectable sphere; each week brings its additional proofs that there is a want of common honesty too frequently manifested in public undertakings, the public being lured by prospectuses and false representations, and too frequently by the names of parties being introduced, lent for the occasion. We are induced thus to remark on the deceptive practices of the day by the proceedings at the examination of Mr. Glenny, in the Bankruptcy Court, on Thursday last, who, it will be remembered, was the acting manager or director of the "Royal Union Life or Annuity Society;" the patrons, presidents, vice-presidents, &c., including, if we remember aright, a royal duke, and many titled personages.

The proceedings at the public office at Bow-street, and those which transpired before the commissioner in the examination of the bankrupt, has unfolded a system of deception and plunder which we hardly dare repeat or comment upon, for no words we can use are equal to meet the case, or to express the sentiments we entertain. Upwards of 50,000*l.*, it is said, has been abstracted from the pockets of the widow and the orphan, the aged and the forlorn, who, in many instances, must now seek refuge in a workhouse, whereas they considered by investing their little all they had secured an annuity—a little independence for life—and yet there is no redress. In the Bankruptcy Court, the poor deluded victims are told there are other parties, and that they cannot prove against the private estate. At the public office, where sits in judgment the magistrate, all application appears fruitless, and thus is it—civil and criminal courts reject the applicant. Surely there must be some means whereby an example can be made of conduct so outrageous and so disgraceful as to shame all propriety.

THE FUNDS.—SATURDAY MORNING.

ENGLISH FUNDS.

Bank Stock, 7 per Cent., 178 9 8½	New 3½ per Cent. Annuities, 98¾ ⅞
3 per Cent. Reduced, 91⅛ 90⅞	Long Annuities, 15⅝, 14
3 per Cent. Consols Ann., 9 ⅞ ¼	Exchequer Bills, 5 2 pm.
3½ per Cent. Reduced, 97⅞ ⅞	India Bonds, 3 per cent., 2 dis par.

FOREIGN FUNDS.

Belgian Bonds, 5 per Cent., 103⅛	Spanish Bonds, 5 per Cent., 28⅞ 9
Brazilian Bonds, 5 per Cent., 78 7½	Ditto Passive, 7⅝ ⅞
Colombian, 6 per Cent., 23⅛	Ditto Deferred, 13¾ 14
Ditto, 1824, 6 per Cent., 25⅞	Portuguese, New 5 per Cents, 36 5½
Dutch 2½ per Cent., 53¼	Ditto 5 ditto, 1837, 73¼
5 per Cent., 100¾ ⅞	Ditto 3 ditto, 24 ¼
New Loan, 1837, 5 per Cent., 99⅞	Mexican 6 per Cent., 1825, 29½

SHARES.

Bolivar, Scrip, 1¾ ½	North Midland, 88½
Real del Monte (unregistered), 6¼ ⅞	Ditto, New, 15¾ 16½
United Mexican, Scrip, 4	London and South Western, 45 4½
St. John del Rey, 2	Eastern Counties, 10¼ ⅞
British Iron, ⅞ ¼ ⅞	London and Blackwall, 15¾ ⅞
London & Brighton Railway, 19½ ¼	London and Greenwich, 9⅞
Great Western, 68 7½	Midland Counties, 74
New ditto, 31 30⅞	York and North Midland, 50½ 50
Manchester and Birmingham, 13	Australasia Bank, New, 30
London & Birmingham, 156¼ 3	London & Westminster, 24¾ ½
Ditto ¼ Shares, 23½ ¼	Union Bank of London, 3¼ ½
London and Croydon, 10¼ ½	Union Bank of Australia, 24¾ 4
Bristol and Exeter, 15	Colonial, 32½ ⅞

LATEST INTELLIGENCE.

Truro, Feb. 27.—Average standard, 114*l.* 1s.—Average produce, 7½.—Average price, 5*l.* 16s. 0d.—Quantity of ore, 2329.—Quantity of fine copper, 170 tons 8 cwt.—Amount of money, 13,244*l.* 19s. 0d.—Average standard of last sale, 111*l.* 14s.—Produce, 8½.

London, Feb. 28.—There is no alteration in copper, lead, or quicksilver this week. Tin is more in demand. Iron firm, from smallness of the stock in London. Spelter quite quiet, and the market in some degree of suspense, as there are large buyers at somewhat reduced prices, but the holders do not give way.

Exportation of the Precious Metals.—The exportation of the precious metals from the port of London to foreign ports for the week ending the 20th instant, was as follows:—Silver coin to Rotterdam, 2800 oz.; Belgium, 4000 oz.; British West Indies, 2862 oz.

Prices of Shares in Liverpool.—Birmingham and Gloucester Railway, 53*l.*; Eastern Counties, 10*l.* 10s.; Grand Junction, half-shares, 84*l.* 10s.; Great Western, new, 31*l.* 5s.; London and Brighton, 20*l.* 5s.; North Midland, 88*l.* 5s.; South-Eastern and Dover, 3*l.* 2s. 6d.—Commercial Bank of England, 3*l.* 16s 6d.—*Gore's Liverpool Advertiser.*

Prices of Shares in Birmingham.—Grand Junction Railway, 222*l.*; Birmingham and Derby, 68*l.*; Birmingham and Gloucester, 54*l.*; Midland Counties, 65*l.*; London and Brighton, 20*l.*—*Midland Counties Herald.*

BALLYSIMON MARBLE AND STONE QUARRIES,

COUNTY LIMERICK.

A correspondent has drawn our attention to the prospects which present themselves in working these quarries; and having the report before us of Mr. Adams, referred to in his communication, we extract the following observations, as being likely to be perused with interest, while the report itself tends to develope the resources of the Sister Isle:---

Mr. Adams, in his report, observes, that having inspected the quarries, and caused them to be laid open, so as to enable him to form an opinion as to their extent, he arrived at the conclusion that "the supply was inexhaustible;" and, further, that he had "never seen any quarries in England and Wales which, for working and exporting, offered half the facilities of the Ballysimon Quarries." They are described as being situate within two miles and a half of the harbour or shipping place, and close to the main road, which is almost equal to a tram the whole distance. The top, which averages about five or six feet, is a soft loam and sand, whereby a most important saving in labour is effected, while the shallowness of the soil is another advantage. On the removal of the "top," a surface of blocks of marble presents itself, being laid in regular stratification one upon the other, as though by the hands of a skilful mechanic. No blasting is required, the crow-bar, lever, and screw-jack being all the implements necessary in preparing it for hoisting out of the quarry. The contiguity of the road affords a ready transit to the quay.

As regards quality, which is the principal object for consideration, Mr. Adams observes, "that from the fullest observations made on the spot, there has never been imported into London from the United Kingdom, with a view to building purposes, any article at all fit to be compared with the Limerick marble or stone; and whatever public buildings may hereafter be erected with it, will stand equal in durability to those of Ancient Rome. As a substitute for granite, this marble can be brought into the market for a much less price. As regards the preparing of the blocks at the quarry for shipment, there is no difficulty or expensive labour;" and Mr. Adams expresses himself as "quite confident that with the easy rate of labour, assisted by machinery, Limerick will have as good a chance of supplying this marble, &c., as Scotland has had of supplying granite, and indeed much better; because it is a superior article, much less in price, and the public would have (in lieu of a monopoly) an open market."

The Ballysimon marble can be applied to various purposes, particularly to the following---viz., steps, landings, paving, architraves, plinths, balustrades, parapets, ashlar, columns, &c. &c.; and when required to be polished for chimney pieces, skirtings, &c., will be found to answer every purpose, as it is capable of the finest face.

The opinions thus advanced by Mr. Adams, are corroborated by Mr. William Bardwell (architect), who says---"Knowing well the Limerick stone, it appears to me that the report of Mr. Adams is correct in every particular."

ON THE USE OF PNEUMATIC MACHINERY FOR MINING PURPOSES.

Among the many varieties of machinery which have been of late years applied to mining operations, that of working by pneumatic principles (from the success which has attended its application) appears to us as deserving of notice, inasmuch that the certainty and regularity of its movements, and its freedom from stoppages, attendant on other machinery, is altogether, or nearly so, avoided. Without remarking upon the general benefit derived from the adoption of pneumatic machinery, we purpose simply to call attention to the operation of the machinery, which has been patented by Mr. John Hague. Of the advantages derived from its introduction, we may observe, with respect to its use as a means of raising water, the description which has been given by Dr. Birkbeck, who has examined and reported on it in a highly favourable manner, and whose report conveys a very clear notion of the apparatus employed for that purpose.

"The principle," Dr. B. observes, "upon which Mr. Hague has proceeded is unquestionable, and the means adopted for its application are simple and effective. He removes the air from an air chamber, pipes, and connected vessels, by an air-pump; and by suction pipes, as they are commonly termed, so combined as to elevate the water by successive lifts, is enabled to empty, without increased difficulty, mines of the greatest depths. The motion of a four-way cock, required for alternate connection with the vacuum, and with the sources of the fluid to be withdrawn, is effected by mechanism of the most simple kind; and as each lift has the cock moved without any connection with the others, the number of lifts requires no additional strength or complexity as to the means employed."

From a consideration of the manner in which a column of water can be thus raised, viz., from the circumstance of the perpendicular height only being to be taken into the account in elevating the fluid from one cistern to another, it is clear that an inclined plane, no matter how great the inclination, may, without increased difficulty, be made as available for drainage as a perpendicular shaft. This, of itself, to those who know and suffer from the immense expense attendant on the wear and tear that now results from working a common pump on an inclined plane, cannot fail to force attention as an effectual remedy. Another, and not an inconsiderable, advantage is, that of securing the passage of a column of water, almost without friction, from the extremity of any workings, round any corners, and along the most tortuous windings—thus enabling workings to be carried continuously on the vein or seam, instead of expending so much labour in the unproductive rock. It may also be said, that every removal of portions of air through the cisterns and air-pipes will improve the ventilation; and it may be made a matter of an easy calculation, to fix the absolute quantity of foul air, where such exists, that would be withdrawn, and an equal amount of pure atmosphere introduced.

The application of pneumatic power, we may further remark, is not limited to draining purposes, but may be applied to working whimseys, mills, or any other machinery, at almost any distance, the power being conveyed from a water-wheel, steam-engine, or any other motive-power, simply by means of an air-pipe connected with an air-pump; and, by the exhaustion thus produced in a cylinder, fixed at the point to which the power is conveyed, a motion is given to a piston, which is thus worked by air instead of steam. The friction caused by this is small in amount, and the transfer of power at any angle, winding, height, depth, or distance, is most complete.

These advantages are not imaginary, as, at Lowside Colliery, at Oldham, in Lancashire, by means of a 12-horse engine, the power is transferred down a perpendicular shaft of 120 yards; and, further, a considerable horizontal distance, from which the deeper workings are drained to the extent of 200 gallons a minute, on an inclined plane of 240 yards long, at the same time working a pneumatic whimsey, for drawing coals up a similar inclination. The like advantages are obtained in other places, in addition to a superior ventilation being obtained.

The present notice is too brief to enter into detail, but we purpose returning to the subject, and, if practicable, furnish a plate, which may better explain the process than any observation of ours; in the meantime we may observe, that this machinery is equally applicable for drainage, or raising water, as well as to mining, and for the transfer of power in manufacturing or other purposes. We may add, that this has been so far effected, as to procure for its inventor a high mark of distinction from the Turkish Government, from the erection of powder-mills, which are worked at a distance of three-fourths of a mile from the motive-power. It has also been employed for working the Mint, at Rio de Janeiro and at Utrecht.

Naples Sulphur Monopoly.—In the House of Commons, on Wednesday evening, Lord Sandon observed, the public prints had stated that a commercial treaty had been concluded between this country and Naples, and also that the sulphur monopoly had been finally abolished. He begged to ask the noble lord whether such was the fact in either case, as the subject was regarded with great anxiety by the trading interests in this country. —Lord Palmerston was sorry he could not confirm the reports. There were negotiations going on with the Government of Naples for forming a new treaty of commerce. The sulphur monopoly was a separate question; but as it was in violation of the principle of the existing treaty he hoped to be able soon to state that it was at an end.

The Embankment of the Thames.—The report on the magnificent project of the embankment of the river Thames was taken into consideration on Thursday, in the Court of Common Council, and referred back to the committee, in order that certain inquiries should be made with respect to it. The proposed improvements were represented as of the most splendid description, and practicable in every point of view.

NEW COMPANIES.

Under this head we propose to notice weekly the several new projects which may be brought forward, and to which public attention is directed, through the medium of the press or otherwise, confining ourselves, however, to "Public Companies," and briefly noticing their objects with such general information as is conveyed by the prospectuses, or which may be gathered from other sources, on which reliance may be placed. We shall, therefore, feel at all times obliged for particulars duly authenticated, on subject of projected companies; and while it will be our object to avoid the exercise of bias in favour of any particular undertaking, we shall at the same time endeavour to collate such information as is calculated to afford to the capitalist the opportunity of judging of its merits, and the correctness of the opinions put forward in the representations of the projectors.

ROYAL BANK OF AUSTRALIA.

Capital £1,000,000, in 20,000 shares of £50.—Deposit £5.

This company has been formed for the purpose of establishing an additional banking establishment in Australia—the advantages attendant on those which are in action having justified a further investment. The prospectus, which is before us, quotes from the pamphlet of the Rev. H. Carmichael, from which it appears, that the three joint-stock banking companies now established in that colony divide a profit annually of from 20 to 25 per cent. There can be no question that there is ample scope for the company applying, "as far as possible, the system which has proved so successful in Scotland." The board of directors, which is limited in number, includes the names of several gentlemen of experience in mercantile pursuits and banking operations—while it is satisfactory to find that "a sufficient capital has already been subscribed to enable the directors to commence business immediately." The prudent course of requiring the application for shares to be accompanied by the payment of a deposit of 2*l.* per share has been adopted by the directors, the list of whom is not yet completely filled up, in order that an addition of influential proprietors may be made to the board as at present constituted. Judging from the prices of the shares of other banking companies in Australia, the prospects are highly encouraging to those who are disposed to embark their capital, while the investment appears to us as one likely to be of a remunerative and lasting character.

ORIGINAL CORRESPONDENCE.

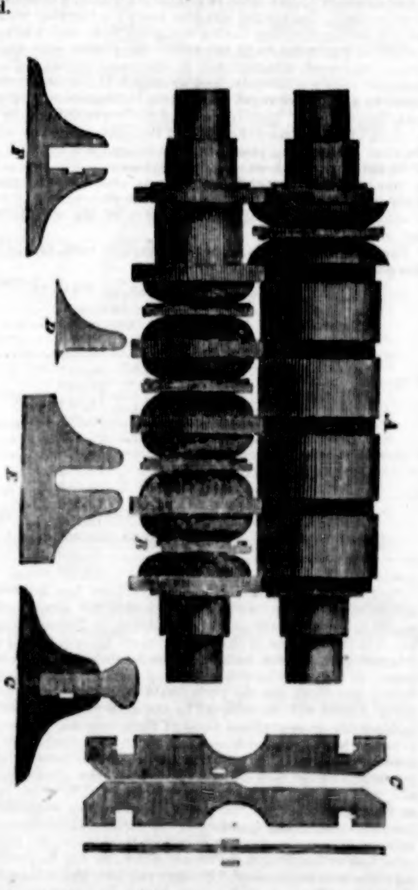
PATENT MALLEABLE IRON CHAIR.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—At the present time, when railroads are extending over every part of this and other countries, any thing which can tend to give additional security to this mode of travelling, must be considered as a matter of some importance. I am, therefore, induced to bring under your notice a patent, which I took out some time back, for malleable iron chairs or pedestals, for railways, as a substitute for cast-iron. Of the advantage of wrought-iron over cast-iron for such a purpose, there can be little doubt; but hitherto the invention has not received that degree of attention which every new discovery merits, where additional security to life is the consideration. These chairs can be rolled of any weight, and of almost any shape, and can be cut with the circular saw as fast as they are rolled.

An objection has been raised that, as no two engineers agree as to which is the best description of rail, a pair of rolls will be required for every set of chairs, and that the quantity used being small, it would barely cover the expense. This objection is correct as to the difference of opinion, each engineer having his own form of rail, but on any of the principal lines of road taking the chairs, even at a fifth of the weight of the rails, the quantity would be very considerable. If, however, the chairs were found, on trial, to be, as they no doubt would, infinitely superior to the cast-iron, it might occasion a greater uniformity in the make of the rail, so as to adapt it to that figure best suited to the malleable iron chair. These chairs, as I have observed, may be rolled of almost any shape, and the manner in which this can be best effected, is by rolling them out of slabs, with ears, suited to the chair required, placed on the slab, forming, in a great measure, the appearance of the chair itself.

The accompanying drawing will show the rolls, the mode of piling the iron, the mandril, and also a chair lately rolled for a nobleman in the north of England.



A—Chair rolls.
B—Mandril groove, to form the keyhole.
C—Mandril.
D—Ear.
E—Pile, with ears placed on the slab.
F—Finished chair; width . . . . 9 inches.
Height 3
Depth of groove . 2½
G—Chair and rail; weight of rail, 55 lbs.

Where security is gained, some additional expense ought not to be an objection; but, even in this point of view, the extra cost would be but trifling, as the weight of the chair would be less in the first instance, and the heavy expense of replacing the broken cast-iron chairs, of which there are considerable quantities, would be altogether saved.

I am, Sir, your obedient servant,

Ruabon, Denbighshire, Feb. 26. Harry Scrivenor.

[We feel much pleasure in giving insertion to our correspondent's letter, and are glad to find that the subject of Iron has created so considerable an interest, as to enable us in our present Number, with its "Supplement," to devote so much space to so interesting a subject, as it is equally one of importance.—Ed. M. J.]

BALLYSIMON MARBLE AND STONE QUARRIES.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—As an old subscriber to your very valuable Journal, I beg to inclose you the result of a survey of the Ballysimon Marble-Stone Quarries, by Mr. Robert Adams, and beg also to state that, as a mineralogist, I have tested the qualities of the said marble, both chemically and mechanically, and find at a pressure of 8000 lbs. upon the square inch no penetration is made by the water, nor is there any absorption from long immersion in water. This, in my opinion, is a desideratum in stone for building purposes over any sandsone, either Bath stone or Bolsover Moor stone, as they both absorb water very fast, and there is no doubt on my mind but they have been the cause of the dry-rot in some of our finest buildings in this country. Would this subject not be worth the instant attention of our Legislature, before we commit ourselves by adopting a destructive material for the construction of the Houses of Parliament, and by using this marble for them and the Royal Exchange, in preference to the porous stone at present contemplated, erect such public edifices as will last for ages, and hand down to after times a memorial of our wisdom instead of our folly? All sandstones and limestones absorb great quantities of water, and in frosty weather scale off on the surface, destroying the appearance of the beautiful sculptured parts. The dry-rot, the never-failing attendant of such porous stone, is sure to destroy the timber, and, although iron may be used for the purpose of a protecting medium, still the evil is only deferred, not remedied, and I have myself seen iron bars three inches thick broken off like glass in consequence of its contiguity to the fungus called "dry-rot." I hope, by your kind insertion of this letter, to draw the attention of scientific and practical men to this important subject, and, through them, the public.

I remain, Sir, your obedient servant,

London, Feb. 28. James S. Stevens, Engineer.

[We have in another place noticed the report referred to by our correspondent, and gladly avail ourselves of the opportunity of noticing the mineral properties and quarries of Ireland.—Ed. M. J.]

MINERS' SMELTING COMPANY.

MORE REASONS FOR THE MONEY QUESTION BEING ELUCIDATED.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—I have been much amused by looking over the file of your Journal for the last nine weeks, to see the various views which you have brought to light, relative to the proposed new smelting establishment, not so much at the different shades of opposition, as the marvellous concurrence in the tactics of those professedly disinterested advocates, who seem to consider the policy of suppressing anything in the shape of a counter debtor and creditor statement to the one repeated in your Journal last week, as the best means of preventing any unprofessional obtrusion behind the scenes, to elucidate further the money question—professing rather to scratch over the surface than sink at once to the "lode." In the mean while, "G. G.," another friendly contributor, steps into the field, deprecates strongly any other mode of pursuing the "vein" but his own, and that adopted by "R. W.," who takes the same course as himself to the tune of 400 lines, and "is evidently an intelligent, well-informed man, and willing to communicate to others the information which he himself obviously possesses, but he has (unintentionally, no doubt) left 'the main point at issue' unnoticed." What the "main point" is, "G. G." does not stop to explain; had it been the "money question," there is no doubt he would have deemed it of too much importance to overlook it, as he has done, altogether.

"G. G." does, however, inquire, by way of substitute for the "main point," how it is that the smelter is able to pay for fifty-one tons of Ballymurtagh copper ore 29*l.* per ton above the price of manufactured copper, just as if a large shareholder in one of the foreign mining companies did not know that it might answer the purpose of an establishment laying out the best part of 200,000*l.* annually in the purchase of copper ores, to lose a few pounds on a small lot of poor ores, in order to gain probably much more by virtue of the mixture with ores of a richer quality—in fact, any straw is caught at, rather than go at once to the "lode," the actual profit and loss of the whole operation.

It seems also not a little irreconcilable with consistency, that "G. G." should deem himself qualified, though confessedly "not a practical man, either in mining or smelting," but simply a "large shareholder in one of the foreign mining companies," to reflect upon your judgment, for having published, in his opinion, a large portion of correspondence, probably not according with his own views, and therefore "unworthy of a place in your excellent Journal," and this, too, without condescending to assign any reason stronger than his own assertion to justify such condemnation.

Will "G. G.," for the benefit of all concerned, point out the particular parts so unworthy of notice? Is it the publication or the suppression of the Dr. and Cr. statement? or the insertion of the credit side, in the absence of the debit, altogether? or is it the crime of being the only party who has hitherto contributed any statement calculated to establish in your columns, for the benefit of the mining interest generally, the "main point at issue" —the profit and loss of the whole operation of smelting copper ores? Does "G. G." really imagine that his own remarks are better calculated to elicit the truth than a statement professing to exhibit both sides of the ledger of a large establishment for twelve months, but without presuming to offer such a view of the case as invulnerable, or with any other motive than to invite correction by others more qualified for the task? If "G. G." is unable to detect any fallacy in such a statement, after having had it probably on his file, as a reader of your Journal, many weeks, or, being able, omits to do so, and contents himself with throwing out a sweeping condemnation of facts and arguments, which you have deemed not unworthy of publication, it is, to say the least of it, acting unfairly towards yourself as well as your correspondents.

Nevertheless, "G. G." is entitled to some praise for contributing his mite of information in aid of his own views, or those of his friends, who have manifested a strong inclination for getting out of the old track into new works, provided it can be done at the risk and expense of others. For he tells us that, "with regard to the necessity for new smelting works (so frequently urged in the correspondence condemned), a *primâ facie* case is established by the single fact, that the number of smelting works has not materially increased since 1825, when only 2 cwt. of foreign copper ore were imported, while in 1839 the amount was upwards of 30,000 tons, and that the demand for manufactured copper has throughout kept pace with the large additional supply." Here, then, is something to be received at least as a set off in part for the more unworthy portion of your correspondence.

I am, Sir, your most obedient servant,

London, Feb. 27. A Miner.

Errata.—In last letter, first paragraph after statement, *for* "2*l.* 10*s.* 2*d.*," *read* "2*l.* 2*s.* 10*d.*" Fifth paragraph ditto, *for* "ores purchased," *read* "copper sold." Last paragraph, *for* "amount," *read* "account."

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—Public attention has been so much directed of late to the anomalous state of the copper trade, viz., the depressing prices given for ore during the past two years, with a firm price and demand for metallic copper, that little need be added to the various data brought forward by yourself and correspondents to prove the great necessity and propriety of improving the miner's position, by enabling him to obtain the real value of his produce.

My object in troubling you, on this occasion, is to make only one remark on the lengthy production, signed "R. W.," in the last Journal, whose abusive epithets, and general purport, I should have passed by with silent contempt, but think I am rendering service to the suffering miner by mentioning my suspicion that "R. W." is a mere *advocate*, employed to defend an unjust monopoly—which conclusion no practical man can fail, on perusing his letter, to arrive at. I shall not further notice any of "R. W.'s" compositions.

I remain, Sir, your obedient servant,

Feb. 18. Miner*.

[We are at all times glad to receive our correspondent's communications, and believe that we may take credit for affording "fair play." *Audi alteram partem* is our motto, and no matter what our own opinions, we never yet refused admission to the letter of a correspondent, however opposed might be his views. In the present instance, "Miner*" and ourselves have gone pretty well together, but having raised an interest on so important a subject, we contented ourselves to let others fight the battle. "Miner*" came into the field with spirit and vigour, whether in a right cause or otherwise the result of the discussion will prove; that he was attacked by "R. W." with a degree of boldness, deserving perhaps a better cause, must also be admitted but that there is a strong "indication" of the "white feather," we fancy must be allowed, as being evidenced in the present communication. The concluding paragraph, "I shall not further notice any of 'R. W.'s' compositions," is no reply to "R. W.'s" letter, which, however strong in its expressions, deserved a notice. "Silent contempt" may be all very well when we are not the aggressors, but a question once raised, to which a response is made, at least merits, and, in our opinion, demands a reply. If "Miner*" is wrong, at once avow it; if right, the evidence can be readily adduced whereby "R. W.'s" motives may be exposed. We regret "Miner*" should have written the letter, because it is giving vantage ground to those who require it not.—Ed. M. J.]

HAGUE'S PNEUMATIC MACHINERY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Feeling an interest in any new invention or improvement in machinery, whereby mining operations may be facilitated, and expenses reduced, I was much pleased to notice an advertisement in your paper of the 1st instant, announcing the complete success, after a long trial, of Hague's pneumatic patent for raising water, &c., and if one may judge from the confident statements the advertisement contains, it cannot fail to be a very beneficial discovery for the mining interest at large. In your paper of the 15th instant I observe another advertisement, offering some of the patent pneumatic machinery, now on the Tregollan Mine, Cornwall, for sale. Now, Mr. Editor, as the success of this patent must be a subject of importance to your numerous mining friends, perhaps, from your connection with Cornwall, you will be able to inform them whether it has been in operation at this mine, and what are the causes of its now being offered for sale. I am, Sir, your most obedient servant,

NO AGENT.

[We have had an opportunity of inspecting Mr. Hague's machinery, and have only to state the confident feeling we entertain as to the economy attendant on it. Where "winzes" are being sunk, requiring drainage or air, or where flat-rods may be required, the saving is not only very considerable in the first instance, but in the subsequent working. As our opinion is given from actual observation and reports, we shall gladly afford to "No Agent," or, rather we should say, to "all agents," the information we have acquired. Why the Tregollan Mine Company should sell their machinery, we can tell "No Agent;" they have no power wherewith to work it, for we presume our correspondent is not so innocent but that he knows in all cases a first cause—a moving power, must exist. Had he asked us why they put it up, it would have been a different question, and our reply would, in all probability have been, that it is not the first or only act of folly of boards of management in London, who profess to direct, without any practical knowledge or experience, and who may understand the "trade" in which they have been brought up, but who are in a happy state of blissful ignorance in mining operations. Our attention being directed to the subject, we have in another column noticed the machinery to which his letter refers.—ED. M. J.]

SOUTH TOWAN, ROSE ANN, AND WHEAL LYDIA MINES.

To WILLIAM KITE, purser, and JAMES WHITE, manager, of South Towan, Rose Ann, and Wheal Lydia Consolidated Mines, in the parishes of St. Agnes and Illogan, in the county of Cornwall.

SIRS,—In reference to your advertisement, addressed to persons holding shares in the above mines (whether scrip or otherwise), requiring them to send to you particulars of their respective claims, that it may be known to whom application may be made for costs, for discharging a debt incurred in erecting a new engine, &c., &c., I beg leave to inquire whether, previously to such engine being bought, any meeting of shareholders (whether scrip or otherwise) was convened, or any public notice given? also, whether the purchase of such engine was intrusted to the agents of the said mines, and if not to whom? also, whether such purchase can be justified, or whether the engine is not notoriously a bad one, requiring double the coal of the old one, and doing very disproportionate duty? If I am favoured with a satisfactory reply to these inquiries, I may hereafter take the liberty of asking in whose hands the ore bills remain, whilst merchants' and tradesmens' bills go unpaid; also, whether Mr. White is competent to the management of such a mine, or of any mine, and who made him manager? I am, Sirs, your humble servant,

Redruth, Feb. 24. A MERCHANT AND SHAREHOLDER.

CORNWALL MINING REPORTS.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I am often amused by reading in your excellent Journal the reports of the managers of several mines in Cornwall, for the most part, if not altogether, conducted upon the scrip plan. Here I read of a lode in a certain mine, stated to be worth "a ton and a half of ore per fathom;" in another, "two to three tons per fathom;" and in a third, "five tons of ore per fathom." This may have the effect of satisfying those who are ignorant of mining (and none, I apprehend, are more ignorant than those in the neighbourhood of Gough-square, and within ten miles of its circumference), but a Cornishman would not suffer reports of such descriptions to be promulgated without previously inquiring into the produce of such ore, its price per ton, and, furthermore, what the proceeds of it would yield to the scripholders or adventurers, after all tut-work, costs, or tributes, or materials, should be deducted therefrom.

I am, with esteem, Sir, your most humble servant,

Perran Porth, Feb. 24. PIRAN.

["Piran," of Perran, is an amusing fellow. He tells us that he has been often amused by reading the reports of the managers of several mines in Cornwall, which he treats as mere fallacies; the only object of which being to satisfy and amuse "those who are ignorant of mining;" amongst whom our correspondent is pleased to include "those in the neighbourhood of Gough-square, and within ten miles of its circumference," than whom he conceives none "are more ignorant." We doubt "Piran" being a Cornishman, although he would infer he is such, as we cannot believe that he would so far libel the Cornish agent as to give us reason to believe that the London shareholders were amused and humbugged by reports from their agents. As to the produce of ore, price per ton, &c., our correspondent must know that even the most innocent consult the ticketing-paper, and not the weekly reports.—ED. M. J.]

PRICES OF METALS.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I cannot account for your quotation of cake copper, 98*l.*, tile, 97*l.*; these prices are erroneous—sheets and bottoms are correct. It was agreed by the smelters, on the 15th ult., to fix the price of British cake at 103*l.*, tile 101*l.*, less 2 per cent. for cash, which would leave cake 101*l.*, tile 99*l.* I must observe, tile is always 2*l.* under cake. In confirmation of this, a contract for 150 tons of cake is just taken by the East India Company, at 101*l.* per ton. This you may rely on as correct. Brokers' price currents are very incorrect.

I am, Sir, your obedient servant,

Feb. 27. A SUBSCRIBER.

[We presume "A Subscriber" is correct in the figures quoted by him. We endeavour to obtain the real prices, and believe that our authority is correct in general. We may next week be able to afford further explanation.—ED. M. J.]

RIO DOCE COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In the report of the proceedings of the Rio Doce Company, published in your Journal last Saturday, an error appears in my explanation relating to the time taken up in the survey of the 150 miles of the river, mentioned in the auditors' report; may I, therefore, request you to oblige me by inserting the following statement, viz.:—Though the expedition sailed from Gravesend on the 17th of February, 1837, and arrived from thence at the port of Vittoria, in the province of Espirita Santo, on the 9th of April, it did not reach the station on the river, previously determined upon for the commencement of its labours, before the beginning of July, when, from the continued absence of Mr. Alehorne, and who had not made proper arrangements for its support, six months elapsed after that expedition had left England before the survey was began, but not a day afterwards had been lost, when opportunity offered, of continuing that survey, and noting the rise and fall of the water at particular parts of the river, until the commencement of the wet season, at the beginning of October, put an end to its operations the first season, which continued until the month of July, 1838. The survey of the river was then resumed, and continued until the beginning of November, when the second wet season terminated its labours at the Cachoeira de Bagorii; thus the time occupied in making the survey of that portion of the Doce extending from the Escadon Las to the Cachoeira de Bagorii, a distance of 150 miles, did not exceed six months, instead of the two years and six months set forth in the auditors' minute; and if that expedition had been properly supported in its labours, by its commissary, Mr. Alehorne, more would have been done.

In respect to the result of its labours, that had been announced at the last half-yearly meeting of the shareholders, and published in the *Mining Journal*, to be fully confirmative of the practicability of perfecting the navigability of the river in the manner, originally proposed by Mr. Humphries. I am, Sir, your very obedient servant,

London, Feb. 26. R. M. HOLLINGSWORTH.

[We regret that an error should have arisen in our report of the proceedings of the company, and readily insert Mr. Hollingsworth's letter. It must be apparent to that gentleman, and our readers generally, that, while we endeavour to furnish the substance of remarks which may fall from shareholders at meetings, it is almost next to impossible to possess ourselves of the information and details which are laid before the proprietors. We are glad to correct any error, while in this, as in all instances, we believe it will be admitted, that none is ever intentionally committed on our part.—ED. M. J.]

TREGOLLAN AND TRETOIL MINING COMPANIES.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Having just purchased some shares in the Tregollan Mining Company, the same party are highly trying to induce me to take some also in the Tretoil mine, of which, I must say, I have a very good opinion, judging from the reports, which appear to be fairly drawn up. The close alliance of these two mines would certainly induce me to embark in the latter, but what I wish to know first, is—who are the directors? Are they gentlemen of known respectability in the mercantile world in London, or connected with mining in Cornwall. If you, or any of your readers, will be kind enough to inform me on this subject, I think I shall do right in taking them. Understanding that the directors of the two mines are different, I shall feel much obliged by your advice. I should not have troubled you with this, had I not known your extensive knowledge in these concerns, and your general willingness to oblige your subscribers.

I am, Sir, your's, &c.,

Edmonton, Feb. 27. A FARMER.

[We know not whether our correspondent intended his communication as private or otherwise. We have inserted it in our columns, as he will, doubtless, acquire the information from a correspondent. For ourselves, we have been on the ground, and Tretoil appeared to us "a good spec;" but with the management, in or out of town, we have nought to do, nor do we know the parties: the late hour at which we received "A Farmer's" letter precluded any inquiry.—ED. M. J.]

ON THE SULPHUR TRADE OF SICILY.*

Sixteen months have elapsed since the commerce between this country and Sicily has been paralysed by the establishment of a monopoly of the sulphur trade in the latter island by the Sicilian Government. The effects of this measure may be estimated by the fact, that while 40,740 tons of sulphur were imported into the United Kingdom in 1837, and 44,653 tons in 1838, only 22,160 tons were imported during the year ended 10th October, 1839, and of this quantity no more than 5400 tons were brought direct from Sicily, although previously almost the whole of the importations had been from that country. The price also, which, in 1836 and 1837, averaged 6*l.* 10*s.* or 7*l.* per ton, has risen to 13*l.* or 14*l.* per ton, an increase of 100 per cent. This check to the trade has already caused great inconvenience and loss to the parties engaged in the importation of sulphur, and to those who employ it or its products in large branches of manufacture; and these evils would have been greatly enhanced, if it had not happened that the stocks of sulphur, both in this country and in France, were very large at the time when the monopoly came into operation, as will be presently shown, so that hitherto the limitation of the supply has not been so much felt as the excessive rise in the price. At present, however, the stocks are nearly exhausted—the monopoly is still in force, and its full effects upon our commerce and manufactures are about to be realised, unless the efforts of our government prove speedily successful in obtaining its abolition.

The sulphur trade of Sicily is of great importance to this country. Sulphur is the base of oil of vitriol, and of almost all the acids and alkalis, which are used so extensively in various manufacturing processes. Among the principal of these may be mentioned bleaching, and the discharging of colours in dyeing. It is also required for the manufacture of gunpowder, and for various medicinal and other useful purposes. The rapid increase of the quantities consumed in this country will be seen from the following statement of the quantities imported and entered for consumption in the United Kingdom since the year 1820:—

SULPHUR TRADE OF THE UNITED KINGDOM.

Years.	Imported. Tons.	Ent. for Consump. Tons.	Years.	Imported. Tons.	Entd. for Consump. Tons.
1820	4,650	5,602	1830	12,136	13,221
1821	5,692	6,231	1831	14,472	14,804
1822	4,956	7,582	1832	17,077	16,465
1823	8,644	7,692	1833	20,487	19,092
1824	9,065	8,293	1834	25,390	22,178
1825	10,936	13,421	1835	30,720	30,838
1826	12,309	14,654	1836	33,358	25,692
1827	10,918	10,373	1837	40,740	37,486
1828	13,993	14,498	1838	44,653	33,978
1829	15,104	15,709			

From this it appears that the average consumption during the five years from 1820 to 1824 was 7080 tons. In 1825 the duty was reduced from 15*l.* to 10*s.* a ton; in consequence of which, the importation and consumption immediately increased, and, during the subsequent ten years, the latter averaged annually 15,140 tons, or double the quantity consumed during the previous period. During the last four years the increase was much more rapid, the annual consumption having again doubled, and averaging 32,000 tons. In 1837 it amounted to 37,486 tons. In France also the consumption has greatly increased, although not to the same extent. From 1825 to 1833 it remained nearly stationary, and averaged 11,844 tons; during the next five years, to 1838, it averaged 18,625 tons, an increase of 57 per cent. The importation, however, greatly exceeded the consumption; in 1838 it amounted to 40,618 tons, or more than double the consumption; and, consequently, at the close of the latter year, the stock in bond had accumulated to the amount of 27,495 tons, which was equal to eighteen months consumption. The stock in bond in the United Kingdom was also large at the same time, and amounted, on the 10th of October of that year, to 20,349 tons, or about seven or eight months consumption, exclusive of the quantities in the hands of dealers.

The following table furnishes a complete view of the trade of France in this article since 1825:—

SULPHUR TRADE OF FRANCE.

Years.	Imported. Tons.	Taken for Consumption. Tons.	In Bond on 31st Dec. Tons.
1825	13,597	10,359	5,635
1826	16,278	15,524	6,330
1827	13,595	12,546	5,929
1828	12,181	13,352	3,898
1829	12,712	10,423	4,062
1830	12,013	12,663	2,661
1831	8,572	8,574	720
1832	14,357	12,207	1,088
1833	14,180	10,948	4,131
1834	20,750	18,260	5,703
1835	21,263	18,253	7,427
1836	30,660	23,069	10,690
1837	19,758	15,338	10,772
1838	40,618	18,207	27,495

Sicily is the only country in which sulphur has hitherto been produced in sufficient quantities, and easily available for commercial purposes. It is known to exist in other parts of the world, in Iceland, Teneriffe, St. Vincent, &c., but the expense of obtaining it from these places is so great, as to have deterred parties from seeking it there while the trade with Sicily remained open. It may also be extracted from pyrites and from gypsum (plaster of Paris), and there can be little doubt that, if the monopoly be maintained in Sicily, means will be adopted by the enterprising manufacturers of England to supply their wants from some of these sources. Already one cargo of sulphur has been imported from Iceland, and has fetched, at the present rates, a remunerating price. Invention has also been busy to improve the processes by which sulphur may be extracted from the abovementioned substances, and it has been found that it may be obtained in much larger quantities, and at a much smaller cost, than has hitherto been supposed. Nothing, therefore, can exceed the impolicy of the Sicilian Government in establishing the existing monopoly, for not only has it checked the rapidly increasing consumption of England and France, which, as will be presently shown, are almost the sole consumers of Sicilian sulphur, but it threatens the total ruin of the trade of Sicily in that article, by the discovery of other sources of production, or of substitutes, which will render the use of it unnecessary.

During the six years, from 1833 to 1838, England took 49 per cent. of the whole quantity of sulphur exported from Sicily, and France 43 per cent., leaving only 8 per cent. to be distributed among all other countries, and part of this was shipped to Malta, and destined for consumption in England. This is shown in the following table, the Sicilian measure being converted at the rate of thirteen cantars to one ton:—

SULPHUR EXPORTED FROM SICILY.

Yrs.	Gt. Britain. Tons.	France. Tons.	Malta. Tons.	Other countries. Tons.	Total. Tons.
1833	19,932	15,477	—	2,726	38,136
1834	26,324	22,832	—	2,874	52,047
1835	25,060	19,971	—	5,874	50,905
1836	35,960	24,937	—	4,839	65,736
1837	32,804	20,237	—	6,246	58,788
1838	38,872	36,161	221	3,550	77,814

The productive power of the Sicilian mines cannot be estimated very accurately. The average annual exportation, which is identical with the produce, of the last six years, was 57,215 tons, but an extraordinary stimulus existed during the last three years of this period; and it has been stated that, for the next seven years, with the usual mode of working the mines, it probably would not average more than 54,000 tons, although, if machinery were introduced, it might rise to 80,000 tons. The Sicilian Government proposed to limit the exportation to 46,153 tons (600,000 cantars), which is less than the average consumption of England and France during the last five years, and wholly inadequate to meet the growing demand of those countries.

The price of sulphur in Sicily has undergone great fluctuations, and particularly within the last ten years.

		£	s.	d.	
From 1808 to 1811	it averaged	4	6	0	per ton.
1812 — 1819	"	6	2	0	"
1820 — 1824	"	4	5	0	"
1825 — 1831	"	3	0	0	"
1832 — 1834	"	7	10	0	"
1835 and 1836	"	4	14	0	"
1837	"	3	9	0	"

These are the mean prices of second good sulphur, which is the average quality, free on board at Palermo, and are shown more in detail in the following table:—

Yrs.	Prices in Sicilian Tari per Cantar.	Prices in English Money per Ton. 58 Tari = £1. (£ s. d. £ s. d.)	Yrs.	Prices in Sicilian Tari per Cantar.	Prices in English Money per Ton. 58 Tari = £1. (£ s. d. £ s. d.)
1808	15 to 18	3 11 0 to 4 4 10	1823	16 to 18	3 15 8 to 4 4 10
1809	17 18	4 0 3 4 4 10	1824	15 16	3 11 0 3 15 8
1810	18 20	4 4 10 4 14 0	1825	12 14	2 17 3 3 6 5
1811	18½ 22	4 7 2 5 3 2	1826	11½ 13	2 14 11 3 1 10
1812	22 24½	5 3 2 5 14 6	1827	11½ 13	2 14 11 3 1 10
1813	26	6 1 7	1828	11½ 13	2 14 11 3 1 10
1814	21 to 25	4 18 7 to 5 17 0	1829	10½ 12	2 10 4 2 17 3
1815	21 26	4 18 7 6 1 7	1830	10½ 13	2 9 2 3 1 10
1816	26 38	6 1 7 8 16 11	1831	13½ 18	3 4 1 4 4 10
1817	27 30	6 6 3 7 0 1	1832	18 38	4 4 10 8 16 11
1818	27 30	6 6 3 7 0 1	1833	38 45	8 16 11 10 9 1
1819	24 26	5 12 5 6 1 7	1834	21 45	4 18 7 10 9 1
1820	19 22	4 9 5 5 3 2	1835	17 23	4 0 3 5 7 9
1821	18 20½	4 4 10 4 16 3	1836	16½ 23	3 19 1 5 7 9
1822	18 19	4 4 10 4 9 5	1837	13½ 15½	3 4 2 3 12 2

In 1832, when an increased demand for sulphur arose in England and France, a sudden rise of 163 per cent. took place in the price, and in the two following years the price reached the highest rate fixed under the monopoly, viz. 10*l.* 9*s.* This rise was followed by an excessive increase of production; certain parties, among whom were the projectors of the monopoly, speculated largely in the purchase of sulphur; the markets were overstocked, and the price fell again in 1835; but even in 1837 it had not reached the low average of the six years preceding 1832. It is stated that, in 1837, the consumption had again overtaken the production, and that prices must have been at the point of rising from natural causes, when they were forced up to the extent of 100 per cent. by the intelligence of a monopoly being projected.

The sulphur mines are the property of individuals: and it does not appear that any of them belong to the King of Naples, or that he ever derived any revenue from them. Previous to the establishment of the monopoly, there was no duty or restriction of any kind upon exportation. From fifteen to twenty English firms settled in Sicily were engaged in the sulphur trade. Some had purchased leases of mines, and invested capital in machinery and apparatus for working them, and about 30,000 tons of British shipping were annually employed in the commerce.

Such were the circumstances of the trade, when a project was presented to the Sicilian Government in 1836, by M. Taix, a Frenchman, for establishing a company which was to have the exclusive right, during a period of ten years, of purchasing at fixed prices, and exporting whatever sulphur might be produced in Sicily, upon undertaking to spend 10,000*l.* a year in constructing roads, and exporting one-third of the quantity produced in Sicilian vessels. It appears that M. Taix is a Carlist refugee, and a partisan of the Duchesse de Berri. He, and other parties who supported him, had contracted to take a large quantity of sulphur, and having also large stocks on hand in France at the time when the prices fell, which they could neither sell at the reduced price nor hold any longer, had devised this expedient to save themselves from loss. The plan was supported by many Sicilian mine owners, with the expectation of obtaining higher prices for their produce, and by other parties with a hope of obtaining shares in the speculation. The Sicilian Government was doubtless attracted by the benefit which the scheme promised to confer on Sicily, and on the shipping of that country; and it is openly asserted that other and less creditable arguments were employed to obtain the favour of some of the members. The British merchants in Sicily, alarmed at this scheme, remonstrated against it through the British minister at Naples, and an assurance was given that no such project would be adopted. This answer was deemed satisfactory, and the matter rested until September, 1837, when the scheme being revived, further remonstrances were addressed to the Sicilian Government, and repeatedly renewed, although with but partial success.

[To be concluded in our next.]

* From the "Quarterly Journal of the Statistical Society of London."

STATE OF THE SOUTH WALES IRON DISTRICT.—The *Times*, and several London papers, have given very exaggerated accounts of the disturbed state of the ironworks and collieries in the counties of Monmouth and Glamorgan. We have the authority of a gentleman who has visited the above localities within the last ten days—in fact, he has been at or very near each of the ironworks—and also conversed with the government authorities, who are now making inquiries; and the result is, that, for many years past, the men have not been better employed, or receiving higher wages. The men employed at the Dowlais works complained that they were paid in companies at beer-shops and taverns, by the agents, who were compelled to do so to get change. A few days ago, Sir John Guest and his partners gave notice, that, in future, every man would be paid separate, and in hard cash. Many of the roller men are earning from 50*s.* to 3*l.* per week; puddlers and firemen, 25*s.* to 35*s.*; carpenters, 21*s.* to 24*s.*; masons, 24*s.*; their labourers, 15. The colliers at Blackwood and Risca are fully employed, at 25*s.* to 30*s.* per week; for rent, including coal, they pay from 10*s.* to 12*s.* a month. A great many houses are now building in Merthyr; and more would be commenced, but for the scarcity of masons; those who employ them at piece-work pay 2*s.* 4*d.* per perch for stone walls.—*Bristol Gazette.*

LONDON AND CROYDON RAILWAY.—In the House of Commons, on Wednesday evening, Lord Granville Somerset moved that the Croydon Railroad Company should have permission to proceed with their Bill for the London and Greenwich Railway enlargement and station, notwithstanding the report of the standing orders committee, which, after considerable discussion, was agreed to by a majority of 73.

RAILWAY COMMUNICATION BETWEEN PARIS AND LONDON.—By a letter from Calais, it appears that the French Government, having in contemplation a railroad communication between Paris and the metropolis of this country, have commenced considerable improvements in the port of Calais, by constructing a new floating basin for the accommodation of shipping, and by forming a large reservoir to be filled at high water for deepening the entrance of the harbour. This is the more important as competent parties, after a mature consideration of the situation of the three ports of Boulogne, Dunkirk, and Calais, have asserted that, even supposing the line of railway to be complete, the communication between London and Paris could not be made regular, unless the ports of Dover and Calais were so improved as to be accessible in every state of the tide.

LLANELLY RAILWAY.—This undertaking is fast progressing to the mineral district. The line is entirely completed from the new docks, Llanelly, to Cross Inn, and the branch thence to Cwm Ammon is in a forward state, though as yet no produce has been brought down the line. The off-branch to the Cwm Ammon colliery is in course of formation, and in a few weeks will be finished, and the main branch is completed beyond Gors-y-Garnant colliery. The Aberlash branch too is in a forward state; a very substantial wooden bridge is erected over the river above Duffryn-lodge, and the whole of the levelling to Cottage-hall will be completed in two months at farthest—the Aberlash and Plasbach cuts being the only heavy work remaining. We do not understand, however, that there are any works opening on this branch; but, when it is completed to Mynydd-mawr collieries—which we expect to find will be the case in September at farthest—a considerable traffic is expected down the line. There is to be an incline above Cottage-hall, to reach the summit level, after which the branch will run nearly on a dead level and without any material cutting or filling. We hear that the late wet season considerably retarded the progress of the work on this line, or some produce would ere this have been brought down; but in a short time it is expected, that a very large supply of anthracite will be poured into the market from the Cwm Ammon district, and that the autumn will complete the communication to the Mynydd-mawr collieries. We do not see any sign of smelting iron on this line, so that the main dependence of the railway will be on coal traffic. The entire line is marked out to Llandilo, but not yet commenced upon.—*Cambrian.*

COPPER AND TIN.

In the House of Commons, on Wednesday evening, on the motion of Mr. Pendarves, the following accounts were ordered :—

"Account of all copper imported into the United Kingdom in the year ending 5th January, 1840; distinguishing each sort of copper, from what country, and into what ports imported."

"Of the quantities of copper exported from the United Kingdom in the year ending 5th January, 1840; distinguishing each sort, from what port sent, and to what country exported."

"Of the quantities of copper exported from the port of London in the year ending 5th January, 1840; distinguishing each sort, and to what country exported."

"Of the quantities of copper exported from the port of Liverpool in the year ending 5th January, 1840; distinguishing each sort, and to what country exported."

"Of all copper ore that has been imported into the United Kingdom, without payment of duty, for the purpose of exportation, in the year ending 5th January, 1840."

"Of all tin imported into the United Kingdom in the year ending the 5th January, 1840; distinguishing from what countries imported."—Also, "of all tin exported from the United Kingdom in the year ending the 5th January, 1840; distinguishing to what countries exported."

WORK PERFORMED BY STEAM-ENGINES,

IN JANUARY, 1840.

Taken from the official duty paper of MR. THOMAS LEAN, *of Marazion, Cornwall.*

s stands for single; *d* for double; in. for inches.

Mines.	Engines.	Stroke in cylinder.	Load per sq. inch on pist.	No. of strokes p. minute.	Consump. of coal in bushels.	Pounds lifted 1 foot high by a bushel of coal.	Average quan. of water p. min.
		Feet.	Lbs.		94 lbs.		Im. gal.
W. Darlington	Eastern 80 in. *s*	10,0	15,11	8,55	3455	84,042,418	841,75
Ditto ...	Halse's 60 in. *s*	10,0	10,11	7,38	1650	57,093,243	452,9
Marazion	Powlet's 60 in. *s*	9,0	14,76	—	—	—	—
Ditto	E. Rodney 40 in. *s*	9,0	11,42	—	—	—	—
Gt. W. Fortune	G.W. Fort. 85 in. *s*	9,4	12,59	5,9	3072	61,288,484	433,72
Ditto	Wh. Pros. 80 in. *s*	9,7	9,25	9,4	3352	60,245,472	804,64
Ditto	T. Downs 70 in *s*	10,0	6,49	5,02	1443	40,057,978	280,53
Ditto ..	Wh. Friends. 70 *s*	10,0	13,63	8,29	4452	43,137,815	686,74
Ditto	Owen V. 70 in. *s*	9,7	6,5	—	—	—	—
Ditto	Gwallon 36 in. *s*	7,5	19,05	—	—	—	—
Providence ..	30 in. *s*	6,0	16,25	4,86	619	22,968,163	89,71
Wheal Virgin	60 in. *s*	10,0	12,64	6,7	2042	54,482,861	402,67
Relistian	60 in. *s*	9,6	13,18	7,37	2304	54,315,100	271,36
Trevaskus	60 in. *s*	10,5	8,24	11,24	2663	49,191,366	550,76
Duffield	80 in. *s*	11,0	11,6	9,68	4103	67,657,939	1228,12
Carzise Cons.	70 in. *s*	10,0	8,29	10,07	3316	43,579,841	659,08
Wheal Julia ..	80 in. *s*	11,0	11,5	9,0	4068	73,811,565	789,72
Ding-dong ..	30 in. *s*	6,0	13,45	5,8	452	32,847,371	109,39
Morvah & Zen.	40 in. *s*	8,0	8,6	6,23	460	35,866,593	193,44
Levant	New 40 in. *s*	9,3	10,9	3,16	384	45,381,459	31,85
Botallack	30 in. *s*	6,3	13,68	3,61	250	37,260,680	24,41
Ballaswidden	24 in. *s*	7,0	7,02	10,16	471	24,879,745	33,22
Wherry	40 in. *s*	8,5	14,29	—	—	—	—
Wheal Leeds .	36 in. *s*	8,0	18,7	—	—	—	—
Great Work ..	W. Breage 60 in. *s*	9,0	9,42	5,9	1944	33,508,293	455,68
Ditto	Leed's 60 in. *s*	8,0	14,79	10,6	2046	61,812,105	
Wheal Vor ..	Borlase's 80 in. *s*	10,0	16,72	8,5	3900	77,391,653	454,32
Ditto	Trelawny's 85 in. *s*	10,0	15,25	8,16	4771	59,250,340	498,91
Ditto	Woolf's 53 in. *s*	9,0	16,0	—	—	—	—
Dunstanville ..	60 in. *s*	10,0	7,58	4,8	877	49,646,038	340,48
South Roskear	W. Chance 60 in. *s*	9,0	8,26	6,13	1693	37,331,314	146,26
North Roskear	New eng. 70 in. *s*	10,0	9,15	5,7	1451	60,138,918	278,15
E. Wh. Crofty	80 in. *s*	10,33	9,36	5,28	2136	56,298,276	398,84
Dolcoath	76 in. *s*	9,0	9,83	7,87	3726	41,526,831	373,51
Carn Brea	76 in. *s*	9,0	13,85	6,6	2754	65,586,499	449,26
Ditto	Sims, 30 in. c.c.e.	9,0	11,54	3,2	427	68,614,053	109,93
Tincroft ..	56 in. *s*	9,33	14,8	8,12	2840	51,191,849	319,17
Wh. Damsel ..	Stephens' 50 in. *s*	9,33	8,94	5,19	1082	37,341,024	102,88
Wheal Jewel .	39 in. *s*	8,5	15,46	6,37	1332	36,716,423	130,29
Poldice	Sims's 90 in. *s*	10,0	5,75	10,55	4656	40,641,105	749,13
W. U. Wood ..	William's 80 in. *s*	10,0	9,04	7,87	3080	56,926,182	651,95
Hallenbeagle	70 in. *s*	10,0	8,8	7,68	1926	56,468,608	833,58
W. Beauchamp	Western 36 in. *s*	7,75	19,24	7,3	1616	33,580,113	417,61
Ditto ..	Powning's 36 in. *s*	8,0	16,0	7,3	1372	34,916,529	
Consolidated	Taylor's 85 in. *s*	10,33	11,36	8,13	4782	56,249,645	1560,75
Ditto	Davey's 80 in. *s*	11,33	13,7	7,4	3932	72,026,199	
Ditto	Pearce's 65 in. *s*	9,0	17,06	5,77	2792	51,451,163	
Ditto	Woolf's 90 in. *s*	10,0	11,0	8,15	5632	46,730,289	
Ditto ..	Bawden's 90 in. *s*	10,0	8,35	6,9	3633	49,458,456	
Ditto	Job's 65 in. *s*	9,0	8,75	8,17	1773	50,208,078	
United Mines	Canlozo's 90 in. *s*	9,0	11,0	10,18	6183	50,896,073	2253,26
Ditto	Eldon's en. 30 in. *s*	9,0	14,72	9,2	784	54,235,537	
Ditto	Loam's 85 in. *s*	10,0	10,3	10,7	5238	56,448,259	
Ditto	Hocking's 85 in. *s*	10,0	12,4	10,14	5342	66,342,860	
S. Wh. Towan	70 in. *s*	9,0	16,95	—	—	—	—
United Hills ..	Williams 80 in. *s*	10,0	—	—	—	—	—
Wh. Prudence	35 in. *s*	8,75	16,7	7,38	1470	25,060,125	153,21
E. Wheal Rose	36 in *s*	8,0	7,51	3,4	373	23,296,375	84,15
Gt. St. George	North 60 in. *s*	—	—	—	—	—	—
Ditto	South 40 in. *s*	—	—	—	—	—	—
Ditto ..	Devonsh. 70 in. *s*	—	—	—	—	—	—
St. Enoder Con	70 in. *s*	8,0	11,98	7,1	2487	45,665,459	627,36
Charlestown U	50 in. *s*	9,3	10,61	5,58	840	53,833,416	225,09
W. F. Consols	Union, 40 in. *s*	9,0	16,0	7,32	1226	46,332,117	459,4
Fowey Consols	Austen's 80 in. *s*	10,3	11,65	7,2	2134	85,280,297	846,79
Polgooth ...	66 in. *s*	9,8	8,5	10,2	1850	74,032,601	1029,08

ENGINEERS' NAMES.

Wheal Darlington, Eustis; Marazion Mines, Grose; Great Wheal Fortune, Grose; Providence Mine, J. West; Wheal Virgin, Grose; Relistian Mines, J. Sims; Trevaskus, J. West; Duffield, J. Sims; Carzise Consols, W. Thomas; De Dunstanville, J. West; Wheal Julia, J. Sims; Ding-Dong, Eustis; Morvah and Zennor Mines, Grose; Levant, F. Michell; Botallack, J. Rowe; Ballaswidden, W. Trezise; Wherry Mine, Grose; Wheal Leeds, Grose; Great Work, Richards; Wheal Vor, Richards; South Roskear, J. West; North Roskear, J. West; East Wheal Crofty, J. Sims; Dolcoath, Jeffree; Tincroft, J. West; Wheal Damsel, J. Sims; Wheal Jewel, J. Sims; Poldice, J. Sims; Wheal Unity Wood, J. Sims; Wheal Beauchamp, Hocking and Loam; Consolidated, Hocking and Loam; United Mines, Hocking and Loam; South Wheal Towan, J. Gray; Wheal Prudence, Grose and West; Great St. George, Grose and West; United Hills, J. Sims; St. Enoder Consols, J. Rickard; Charlestown United Mines, Darlington; West Fowey Consols, W. West; Fowey Consols, W. West; Polgooth, J. Sims; Carn Brea, J. Sims; East Wheal Rose, Hocking and Loam; Hallenbeagle, J. Sims.

STEAM-ENGINES STAMPING ORES,

IN JANUARY, 1840.

Mines.	Engines.	Stroke in cylin.	No. of heads.	Av. weight of heads, lifters, and water col.	Consump. of coal in bushels.	Pounds lifted 1 foot high by a bush. of coal.
		Feet.		Lbs.	94 lbs.	
Ballaswidden ..	24 in. *d*	5,0	55	23480	1118	34,932,903
Charlestown U.	32 in. *s*	9,0	75	37200	266	55,492,490
Wheal Kitty ..	32 in. *s*	9,0	63	31016	489	48,481,500
Carn Brea	32 in. *s*	9,0	41	26780	730	50,260,707
Tincroft	36 in. *d*	9,0	48	23207	1015	36,164,667
Wheal Vor ..	24 in. *s*	6,5	34	14510	249	12,739,008
Ditto ..	36 in. *d*	10,0	72	46792	1457	52,383,408

ENGINEERS' NAMES.

Ballaswidden, Maynard; Charlestown United Mines, Darlington; Wheal Kitty, J. Sims; Carn Brea, J. Sims; Tincroft, W. and J. West; Wheal Vor, Richards.

WHIM-ENGINES DRAWING ORES,

IN JANUARY, 1840.

Mines.	Engines.	Consump. of coal in bushels.	Av. No. of kibbles drw. from 100 fms.	Av. weight of a kibble in pounds.	Pounds drawn one foot high by a bushel of coal.	Horse whim kibls. drawn from 100 fms. by a bush. of coal.
Consolidated Mines......	Taylor's....	302	10273	630	10,727,149	53,2
	Davey's....	316	10950	600	15,021,433	77,4
	Pearce's....	128	3724	600	16,134,067	93,9
	Elvern's	176	4344	630	11,890,550	57,6
	Drebble's....	281	7037	730	11,000,504	56,5
	Woolfs'	—	—	570	—	—
	Bawden's....	—	—	740	—	—
	Shears's..	—	—	600	—	—
United Mines ..	Michell's ..	160	3306	700	13,764,373	60,2
Ditto	Loam's ..	331	11340	630	13,741,340	63,3
Ditto	Hocking's ..	317	13704	710	17,073,900	64,6
Charlestown U. M.	.....	330	9285	1130	11,098,941	55,0
Fowey Consols	Davis's	336	10470	940	14,926,044	74,0

ENGINEERS' NAMES.

Consolidated Mines, Hocking and Loam; United Mines, Hocking and Loam; Charlestown United Mines, Darlington; Fowey Consols, W. West.

*** The boilers at South Roskear engine are leaky, and have been worked uncovered. They are also leaky at Taylor's, Davey's, Woolf's, and Bawden's engines, Consolidated Mines, at Wheal Prudence, and Wheal Julia. South Towan engine is changing. The condensing work at Breage engine, Great Work, is out of order. Wheal Leeds engine is changing for a larger one. Woolf's engine at Wheal Vor is not ready for registering. The counter at United Hills, William's engine, has not worked regularly.

The number of pumping engines reported this month is fifty-four. They have consumed 5573 tons of coal, and lifted 14,000,000 tons of water ten fathoms high. The average duty of the whole is, therefore, 55,094,000 lbs. lifted one foot high by the consumption of a bushel of coal.

Marazion, February 10. THOMAS LEAN and BROTHER.

PURCHASES OF BLACK TIN AT REDRUTH.

FEBRUARY 18.

Purchasers.	Mines.	Tons	Total	Price. £ s. d.	Amount. £ s. d.	Total Amount. £ s. d.
TRELOWETH & CARVEDRASS HOUSES.	Charlestown U. M.	3½		41 7 6	144 16 3	
	Polberro	3		46 0 0	138 0 0	
	....	1¼		47 10 0	59 7 6	
—	Polgooth	2		41 12 6	83 5 0	
—	Carnon	7¼		52 12 6	381 10 7	
—	....	5		46 10 0	232 10 0	
—	....	¼[?]		42 15 0	16 0 7	
—	....	6½		46 5 0	300 12 6	
—	Wheal Kitty......	8		44 10 0	356 0 0	
—	Rock Mines	1		40 15 0	40 15 0	
—	Consolidated Mines	¼[?]		38 2 6	14 5 11	
			38			1767 3 4
TRELISSICK HOUSE.	Polberro	..[?]		40 12 6	....	
			1¼			50 15 7
TRERICE HOUSE.	Charlestown U. M.	3½		44 7 6	175 15 2	
	Polberro	10½		45 5 0	475 2 6	
			14¼			650 17 8
ANGARRACK, & CALENICK HOUSES.	Charlestown U. M.	3½		44 7 6	175 15 2	
	....	1		43 10 0	43 10 0	
	....	3½		41 7 6	144 16 3	
—	....	2½		34 12 6	90 17 9	
—	Wheal Budnick ..	4		47 17 6	191 10 0	
—	....	6		45 5 0	271 10 0	
—	....	2		45 0 0	90 0 0	
—	....	2		33 2 6	66 5 0	
—	Polgooth	7¼		46 12 6	338 0 8	
—	Carnon	6½		46 5 0	300 12 6	
—	Carnbrea	3		44 2 6	132 7 6	
—	....	2		39 10 0	79 0 0	
—	Wheal Kitty	3		41 0 0	123 0 0	
—	Tincroft	2½		39 10 0	98 15 0	
—	Trevaskus	7¾		47 15 0	370 1 3	
—	....	2¼		51 15 0	116 9 9	
—	Rock	8		46 15 0	374 15 0	
—	Consolidated Mines	1¼		34 7 6	42 19 4	
—	....	¼[?]		38 2 6	14 5 11	
—	Wheal Unity Wood	1½		41 10 0	62 5 0	
			70½			3126 13 4
TREVARELLAN & MELLANEAR HOUSES.	Charlestown U. M.	3½		44 7 6	175 15 2	
	....	1		43 10 0	43 10 0	
	....	3½		41 7 6	144 16 3	
—	....	2½		34 12 6	90 17 9	
—	Wheal Budnick ..	6		45 5 0	271 10 0	
—	....	2		45 0 0	90 0 0	
—	Polberro	1		43 7 6	43 7 6	
—	....	1		40 17 6	40 17 6	
—	Polgooth	7¼		46 12 6	338 0 7	
—	Carnon	1		43 5 0	43 5 0	
—	....	¼[?]		42 15 0	16 0 7	
—	Carnbrea	7¾		45 10 0	352 12 6	
—	Wheal Kitty	¾[?]		41 17 6	31 8 1	
—	....	½[?]		37 17 6	18 18 9	
—	Tincroft..	7		44 2 6	308 17 6	
—	....	1		40 0 0	40 0 0	
—	St. Enoder Consols	7¼		46 5 0	335 6 3	
—	....	1¼		41 10 0	51 17 6	
—	Consolidated Mines	1¾		40 17 6	71 10 7	
—	St. Blazey Consols	1		42 12 6	42 12 6	
			47¾			2251 4 0
			191¼			8146 15 11

PURCHASES OF COPPER ORES AT REDRUTH,

FEBRUARY 20.

Purchasers.	Mines.	Tons.	Totals.	Price. £ s. d.	Each Parcel. £ s. d.	Total Amount. £ s. d.
MINES ROYAL 1. Co.	Trethellan........	41		5 7 6	220 7 6	
	Duffield Mines....	46		16 2 6	741 15 0	
—	....	33½		7 2 6	238 13 9	
			120½			1200 16 3
2. VIVIAN and SONS.	Tresavean	94		6 0 6	566 7 0	
	Trethellan..	110		3 11 6	393 5 0	
—	Fowey Consols ..	116		5 6 6	617 14 0	
—	Cuddra	17½		2 8 0	42 0 0	
—	Wheal Burrow .	30		2 2 0	63 0 0	
			367½			1682 6 0
3. FREEMAN & Co.	Duffield	46		16 2 6	741 15 0	
	Bazeley's Ore	60		6 14 0	402 0 0	
			106			1143 15 0
4. GRENFELL and Co.	Trethellan........	..		5 9 0	.....	
			25			120 15 0
5. SIMS, WILLYAMS, NEVILL, and Co.	Tresavean........	91		6 17 0	623 7 0	
	....	78		5 19 6	466 1 0	
	Duffield	33½		7 2 6	238 13 9	
—	North Downs	41		5 13 0	231 13 0	
			243½			1559 14 9
6. WILLIAMS and Co.	Tresavean........	106		7 15 0	837 0 0	
	....	102		8 2 0	842 8 0	
—	....	99		9 9 6	938 0 6	
—	Fowey Consols....	107		6 19 0	743 13 0	
—	Cuddra	17½		2 8 0	42 0 0	
—	Trenwith's Ore ..	13		2 10 0	32 10 0	
—	Wheal Valley	10		2 5 0	22 10 0	
			438			3458 1 6
7. VIGURS and Co.	Trethellan....	41		5 7 6	220 7 6	
	....	35		3 9 0	120 15 0	
—	Duffield	23		4 6 6	99 9 6	
—	Wheal Gorland ..	75		7 6 0	547 10 0	
			174			988 2 6
			1508			10154 11 0

SALE OF COPPER ORES AT TRURO.

Sampled Feb. 12, and sold at Farquharson's Hotel, Truro, Feb. 27.

Mines	Tons	Price £ s. d.	Purchasers	Mines	Tons	Price £ s. d.	Purchasers
United M.	135	3 18 6	P. Grenfells.	Consols...	79	1 5 0	Williams.
ditto	114	9 4 6	Nevill & Co.	Hallenbea.	64	5 6 6	Vivians.
ditto	109	6 15 0	Freemans.	ditto	62	3 14 6	Vigurs & Co.
ditto	102	5 10 6	Vivians.	ditto	61	4 6 0	—
ditto	99	5 4 6	P. Grenfells.	ditto	55	4 8 0	Vivians.
ditto	94	4 9 0	Williams.	ditto	54	4 0 6	—
ditto	78	9 12 6	—	Fowey C.	103	5 4 9	—
ditto	77	5 18 0	Freemans.	ditto	100	5 14 0	Freemans.
ditto	75	8 6 6	P. Grenfells.	Godolphin	71	7 3 6	English Co.
ditto	71	6 8 0	—	ditto	70	5 17 6	P. Grenfells.
ditto	66	6 10 6	Williams.	ditto	20	9 9 6	—
Consols	100	8 1 0	Nevill & Co.	Wh Curtis	66	4 17 0	Freemans.
ditto	84	7 13 6	—	ditto	53	3 17 0	Vivians.
ditto	83	5 8 0	Freemans.	Gt. St. Geo.	55	3 0 6	P. Grenfells.
ditto	76	withdrawn		Carzise	52	5 6 6	Vivians.
ditto	75	5 8 0	Freemans.				

TOTAL PRODUCE.

	Tons	Amount £ s. d.		Tons	Amount £ s. d.
United Mines	1018	£ 6527 10 0	Godolphin	161	£ 1181 3 6
Consolidated	447	2339 3 0	Wheal Curtis	119	524 3 0
Hallenbeagle	274	1294 2 0	Gt. St. George	55	166 7 6
Fowey Consols	203	1105 12 0	Carzise	52	276 18 0

Average standard, 114*l.* 1*s.*—Average produce, 7¼.—Average price, 5*l.* 16*s.* 6*d.*—Quantity of ore, 2329.—Quantity of fine copper, 176 tons 8 cwt.—Amount of money, 13,244*l.* 19*s.* 6*d.*—Average standard of last sale, 111*l.* 14*s.*—Average Produce, 8¼.

Copper ore for sale on Thursday next, at Serpell's, Pool. Mines and Parcels.—North Roskear, 831; Consolidated Mines, 792; South Roskear, &c., 346; East Pool, 300; United Hills, 240; East Wheal Crofty and Longclose, 260; Fowey Consols, 237; Dolcoath, 216; Wheal Lydia and South Towan, 176; Trethellan, 175; Wheal Harmony and Cardrew, 153; Tincroft, 131; Treleigh Consols, 131; South Wheal Basset, 120; Wheal Vor, 106; Great Work, 60; De Dunstanville Mines, 29; Wheal Sparrow, 21; Wheal St. Andrew, 17.—Total, 4468.

Copper ore for sale on Thursday week, at Andrew's Hotel, Redruth. Mines and Parcels.—Carn Brea Mines, 452; Wheal Friendship and Trevarton Downs, 403; Wheal Darlington, 286; Wheal Buller and Wheal Beauchamp, 280; Fowey Consols, 249; Tresavean, 194; Wheal Speed, 157; Levant, 149; Providence Mines, 129; Wheal Busy, 107; Wheal Julia, 107; Marazion Mines, 93; Treroll, 93; Wheal Vyvyan, 90; Relistian, 72; Trevaskus, 44; Wheal Mary, 20; Gernick, 18.—Total, 3183 tons.

SALE OF COPPER ORES AT SWANSEA,

Copper ores for sale, March 4—Cobre 43, ditto 60, ditto 51, ditto 50, ditto 40, ditto 76, ditto 62, ditto 61, ditto 18, ditto 60, ditto 79, ditto 46, ditto 66, ditto 19, ditto 23—Santiago 105, ditto 58, ditto 37—Valparaiso 120, ditto 50, ditto 1, ditto (not sampled) 1, ditto 15—Allihies 114, ditto 78—Chili 60, ditto 61, ditto 28—Cuba 114, ditto 4—Hulme Slag 35.—Total 1742 tons.

PURCHASES OF COPPER ORES AT SWANSEA,

FEBRUARY 19.

Purchasers.	Mines.	Tons	Total	Price. £ s. d.	Amount. £ s. d.	Total Amount. £ s. d.
1. FREEMAN and Co.	Lackamore	..		8 10 0	289 0 0	
			34			289 0 0
2. SIMS, WILLYAMS, NEVILL, and Co.	Cobre..........	53		26 12 0	1409 16 0	
	....	33½		27 12 0	924 12 0	
	....	43		27 17 0	1197 11 0	
—	Cuba..........	14		23 2 0	323 8 0	
—	....	6		18 14 0	109 4 0	
			149½			3966 11 0
3. VIVIAN and SONS.	Cobre..........	67		22 18 0	1534 6 0	
	....	46		13 11 0	624 6 0	
—	....	61		13 9 0	820 9 0	
—	....	38		15 7 0	590 6 0	
—	Chili	24½		18 10 0	453 5 0	
—	Santiago	89		21 15 0	1935 15 0	
—	....	44		21 14 0	954 16 0	
—	Valparaiso..	72		17 0 0	1224 0 0	
—	....	71		17 0 0	1207 0 0	
—	....	37		17 0 0	629 0 0	
			549½			10648 3 0
4. WILLIAMS, FOSTER & Co.	Cobre..........	53		26 12 0	1409 16 0	
	Chili	100		17 14 6	1772 10 0	
—	....	76		19 14 6	1499 2 0	
—	....	75		17 13 6	1325 12 6	
—	....	36		44 1 0	1585 16 0	
—	Santiago	44		21 14 0	954 16 0	
—	....	87		21 14 0	1887 18 0	
—	....	86		21 13 0	1861 18 0	
—	Allihies	97		8 18 0	863 6 0	
—	Tigrony	50		4 14 0	235 0 0	
			704			13396 14 0
MINES ROYAL 5. Co.	Cobre..........	33½		27 12 0	924 12 0	
	....	47		16 0 0	752 0 0	
—	Chili	105		19 16 6	2081 12 6	
—	....	24½		18 10 0	453 5 0	
—	....	60		14 10 0	990 0 0	
			270			5201 9 6
VIGURS & Co.	Cobre..........	67		13 6 0	891 2 0	
—	....	62		13 6 0	824 12 0	
—	....	31		20 0 6	620 15 6	
—	....	53		29 9 6	1562 3 6	
—	....	42		13 17 0	581 14 0	
			255			4480 7 0
			2002			37985 5 0

METEOROLOGICAL JOURNAL, 1840.

Feb.	Thermometer.	Barometer.	Feb.	Thermometer.	Barometer.
Thursd. 20	from .. to 33	30,32 to 30,34	Monday 24	.... 20 .. 37	30,22 .. 30,27
Friday.. 21	.... 29 .. 39	30,33 .. 30,29	Tuesday 25	.... 24 .. 41	30,41 .. 30,40
Saturd. 22	.... 26 .. 34	30,23 .. 30,20	Wednes. 26	... 27 .. 37	30,48 .. 30,49
Sunday 23	.... 20 .. 34	30,15 .. 30,13			

Prevailing wind, N.E.

Edmonton. CHARLES HENRY ADAMS.

FROM THE LONDON GAZETTE,

Tuesday, February 25.

INSOLVENT.

Feb. 25—George Davies, Holland-street, Knightsbridge, grocer.

BANKRUPTCIES ANNULLED.

E. Smith, Great Yarmouth, Norfolk, and Norwich, linendraper.
D. Chalmers, Great Yarmouth, Norfolk, and Norwich, linendraper.

BANKRUPTS.

J. Furnman, Smart's-buildings, Holborn, victualler. [Baxendale, Tatham, Upton, and Johnson, Great Winchester-street.
S. and W. James, High-street, Whitechapel, smiths. [Wooton, Tokenhouse-yard.
G. Richardson, Smith's-buildings, City road, coachmaker. [Gresham, Castle-st.
T. Agutter, Deptford, fellmonger. [Smith and Taylor, King's Arms-yard.
T. Robson, Wall, Northumberland, butcher. [Brooksband & Co., Gray's inn-sq.
W. Ansell, Pontypool, Monmouthshire, shopkeeper. [Jenkins and Co., New-inn.
J. Buckett, Overthorpe, Northamptonshire, sheep-salesman. [Aplin, Banbury.
J. Hodge, Tiverton, Devonshire, coachmaker. [Bennett, Featherstone-buildings.
J. Rothwell, Elton, Lancashire, cotton-spinner. [Adlington and Co., Bedford-row.

DIVIDENDS.

March 17, T. M'Donnell, Pall mall, bootmaker—17, J. Man, Brick-hill-lane, Upper Thames-street, wholesale ironmonger—17, W. Venning, Gutter-lane, Cheapside, silk-manufacturer—17, J. H. Rowe, Goswell-street, builder—17, J. Ryde and J. Stewardson, Change-alley, bill-brokers—27, J. H. Seward, Leominster, Herefordshire, wine-merchant—20, H., E., J., and J. Kendall, Deritend, Warwickshire, and other places, perfumers—20, J. Evans, E. Coupe, J. Brown, A. Southward, C. Hardy, F. Donneley, J. Linney, D. Stott, R. Berry and J. Robinson, Manchester, dyers—27, C. Bebbington, Burslem, Staffordshire, jeweller—20, R. Pacey, Alford, Lincolnshire, ironmonger—19, J. Smith, Salford, Lancashire, plumber—21, R. Barker, Manchester, druggist—23, C. Abercrombie, Liverpool, merchant—17, I. Shore, Preston, Lancashire, draper—24, J. S. Bramhall, Bristol, cutler.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before March 17.

J. G. Robinson, Liverpool, broker—J. Manton, Great Grimsby, Lincolnshire, corn-merchant—J. Elliott, Northampton, builder—J. and H. Riddale, Leeds, stuff-merchants—F. Place, Leeds, tanner—W. Davies, Leominster, Herefordshire, maltster—S. Holmes, Derby, silk-dealer—J. A. Cox, Union-street, Southwark, licensed victualler—H. Harben, High street, Bloomsbury, cheesemonger—S. P. and W. Westall, Birmingham, drapers—S. Chapman, Hurst, Lancashire, cotton-spinner.

Friday, February 28.

INSOLVENT.

Feb. 25.—William John, Bridgewater, Somersetshire, hackneyman.

BANKRUPTS.

J. Minett, Essex-street, Strand, coal-merchant. [Wathen, Torrington-square.
P. C. Blackett, Green-street, Grosvenor-square, lodging-house-keeper. [Maugham and Kennedy, Chancery-lane.
G. Long, Croydon, coal-merchant. [Smith, Bridge-street, Southwark.
J. Green, Ipswich, linendraper. [Jones and Son, Size-lane. [Chancery-lane.
J. Mulcaster and B. Vaughan, St. Paul's Churchyard, wholesale furriers. [Braham.
G. A. Kollmann, St. Martin's-lane, pianoforte-maker. [Martineau & Co., Carey-st.
G. & B. Cooke, Leamington-priors, hatter. [Starmy, Wellington-st., London-bdge.
T. Baron, Bolton-le-Moors, Lancashire, cotton-spinner. [Barker, Gray's-inn-sq.
E. Hickman, Bilston, Staffordshire, timber-merchant. [Williamson and Hill, Verulam-buildings, Gray's-inn.
B. Bonner, Gloucester, money-scrivener. [White & Co., Bedford-row.
W. Chapman and T. Kenning, Birmingham, fire-iron-makers. [Swain and Co., Frederick's-place, Old Jewry.
J. Storer, Ibstock, Leicestershire, auctioneer. [Palmer, Mitre-court Chambers.
J. Jones, Liverpool, merchant. [Willis, Bower, and Co., Tokenhouse-yard.
R. N. Williams, Bristol, cabinet-maker. [Hicks and Co., Bartlett's buildings.
D. Crane, Wolverhampton, publican. [Joyes and Smith, Chancery-lane.
R. P. Prat and S. Prat, Glastonbury, Somersetshire, scriveners. [Holme, Loftus, and Young, New Inn.
S. Fossell, Leicester, hosier. [Dyneley & Co., Field-court, Gray's Inn.
W. Walton, Birmingham, printer. [Chaplin, Gray's-inn-square.
H. Burton, Wem, Shropshire, corn-dealer. [Pinninger & Co., Gray's-inn-sq.
J. Bardsley, Denton, Lancashire, hat-manufacturer. [Johnson, Son, and Weatherall, King's Bench Walk, Temple.
D. Hilton, Greenacres-moor, Lancashire, cotton-spinner. [Johnson & Co., Temple.
J. Clarke, Manchester, paper-dealer. [Newton and Essex, Gray's-inn.
J. Walton, Tyldesley-banks, Lancashire, cotton-spinner. [Makinson and Saunders, Elm-court, Middle Temple.
J. Oakes, Sheffield, merchant-cutler. [Tattershall, Great James-st., Bedford-row.
H. Martin, West Teignmouth, Devonshire, linendraper. [Sandes, Beevor, and Lane, Chancery-lane.

DIVIDENDS.

March 23, J. Maughan, Percival-street, Clerkenwell, hardwareman—G. Thwaites, Devonshire-street, Portland-road, cabinet-maker—W. H. Wilson, Eton, tavern-keeper—21, G. H. Gerlach, London-street, Fenchurch street, merchant—27, J. Hoole, Crookes, Yorkshire, tanner—21, J. Horton, Leeds, joiner—April 21, E. Long, Tavistock, Devonshire, grocer—March 21, J. Walker, Leeds, cloth-merchant—20, J. Brinkworth, North Nibley, Gloucestershire, clothier—J. Hopton, E. W. Peniston, J. Peniston, and C. Rose, Leeds, dyers—J. Richardson, Leeds, money-scrivener—B. W. Franklin, Liverpool, merchant.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before March 20.

E. Parker, Piccadilly, perfumer—J. Potts, New Mills, Derbyshire, engraver to calico printer—W. Jones, Oxford, shoeing smith—J. T. Hobson, Liverpool, merchant—S. Greenock, Leicester, builder.

COAL MARKET, LONDON.

MONDAY.

Prices of coals per ton at the close of the market.—Adair's 19 6—Bell Robson's Hartley 16—Bardon Main 20 3—Derwent Main 17 6—Tanfield Moor 22—Wylam 20—Wall's End:—Bell and Brown 22—Brown's 20 6—Clennell 18—Clarke and Co. 19—Gosforth 21—Heaton 22 6—Hilda 21 6—Newmarch 20 3—Westgate 17 6—Belmont 24 6—Braddyll's Hetton 24—Hetton 25 6—Lambton 25 6—Pemberton 21 6—Stewart's 25 6—Hartlepool 25 6—Kelloe 25 6—Tennant's Hartlepool 26 6—Adelaide 24 3—Barrington Tees 19 3—Barrett 22 3—Clarence Hetton 20 6—Cowforth 22—Evenwood 20 6—New Tees 22 3—Seymour Tees 22—South Durham 22—Tees Hetton 19—Wall's End Tees 24 3—Victoria Tees 22 3—Blyth 16—Hartley 20 6—Netherton Main 19 3.—Ships arrived, 10.

WEDNESDAY.

Adair's 18—Bell Robson's Hartley 16—Chester 19 6—Tanfield Moor 22—Wylam 20—W. E. Hotspur 20—Killingworth 22—Westgate 16 6—Belmont 25 6—Braddyll's Hetton 25 6—Haswell 24 6—Hetton 25—Lambton 26—Pemberton 21—Russell's Hetton 24 9—Stewart's 25—Hartlepool 25—Kelloe 25—Tennant's Hartlepool 25—Adelaide 24—Brown's Dunsery 22 6—Barrett 22—Clarence Hetton 20 6—South Durham 22—Tees Hetton 19 6—Victoria Tees 21 9—Blyth 16—Cowpen 19—Netherton Main 18 4.—Ship arrived, 1.

FRIDAY.

Ord's Redheugh 17—Pontop Windsor 19—Wylam 20—W. E. Clarke and Co 19—Hilda 21—Hotspur 21—Medomsley 19 6—Westgate 16—Walker 22—Braddyll's Hetton 25 6—Hetton 25—Lambton 24 3—Stewart's 25—Whitwell 22 3—Hartlepool 25—Kelloe 25—Walton Stones 15—Adelaide 25 3—Barrington Tees 19 3—Greenwood 20—Cowpen 19.—Ship arrived, 1.

PRICES OF STOCKS.

ENGLISH PUBLIC FUNDS

	Saturday.	Monday.	Tuesday	Wednesday.	Thursday	Friday
Bank Stock, 7 per Cent.	...	178¾ ½	178½	178¼ ¾	178½	178 9 8½
3 per Cent. Red. Anns.	91¼ ½	91¼ ½	91½ ¼	91½ ¼	91½ 90¾	91¼ 90¾
3 per Cent. Consols	90¾ ¾	90¾ ¾	90¾ ½	90¾ ¾	90¾ ¾	90¾ ½
3½ per Cent. Anns. 1818.	...	...	...	...	...	...
3 per Cent. Anns. 1726.	...	...	...	...	...	87¾
3½ per Cent. Red. Anns.	99¾ ½	99¾ ¾	99¾ ¾	99¾ ¾	99¾ ½	99¾ ½
New 3½ per Cent. Anns.	98¾ 9	99 8¾	98¾ ¾	98¾ 9	98¾ ½	98¾ ¾
New 5 per Cent.	...	...	...	...	...	...
Long Anns. 1860.	14	14	14	14	14	14
Anns. for 30 Years 1859.	...	...	...	13¾	13¾	13¾
Ditto 1860.	...	13¾	13¾	13¾	14¾	...
India Stock, 10½ per Cent.	248½	...	248½	...	248½ 9	...
South Sea Stock, 3½ per Cent.	...	100¾	...	...	...	100½ 99½
Ditto Old Ann. 3 per Cent.	89½	...	...	89¾	...	...
Ditto New Ann. 3 per Cent.	...	88½	...	...	...	88½
3 per Cent. Anns. 1751	...	...	...	...	...	...
India Bonds, 3 per Cent.	...	2 dis par	...	...	2 dis 1 pm	2 dis par
Exchequer Bills, £1000. 1½	3 1 pm	3 5 pm	4 6 pm	6 3 pm	5 p. 1 dis	5 2 pm
Ditto £500. 3	1	1 5	4 6	6 3	3 5 pm	5 2
Ditto Small. 3	1	2 5	4 6	6 3	3 5	5 2
Ditto Com.	...	...	...	...	5 p. par	...
3 p. Cent. Cons. for Ac. Feb. 27	90¾ ½	90¾ ½	90½ ¾	90½ ¾	...	...
Bank Stock for Ac. Apr. 14	178½	...	...	...	...	...
India Stock for Ac. Apr. 14	...	...	...	...	...	...

BANK OF ENGLAND.—TRANSFER BOOKS.

	SHUT.	OPEN.
3 per Cent. Reduced	Friday, Feb. 24, 1840	Friday, April 24.
3½ per Cent. Reduced	Thursday, March 5	Tuesday „ 16.
3½ per Cent. 1818	Friday, „ 6	Thursday „ 16.
Long Annuities	Monday, „ 2	Saturday „ 18.
Terms of years	Saturday „ 7	Tuesday „ 21.
Bank Stock	Tuesday „ 3	Tuesday „ 14.
India Stock	Thursday, „ 5	Thursday „ 9.
Old South Sea Annuities	Wednesday „ 4	Monday „ 13.

FOREIGN STOCKS.

	Saturday	Monday.	Tuesday.	Wednesday	Thursday	Friday
Austrian, 5 per Cent.	...	...	...	...	...	110½
Belgian, 5 per Cent.	102½	...	...	...	...	103½
Brazilian	...	...	...	78½ ½	...	78 7¾
Ditto, 1829	...	...	75½	...	...	...
Buenos Ayres, 6 per Cent.	...	...	...	...	...	...
Cuba, 6 per Cent.	...	84 5	...	...	...	...
Chilian, 6 per Cent.	...	37½	...	...	...	...
Colombian, 6 per Cent.	...	...	23¾ 4	...	...	23½
Ditto, 1824, ditto	25¾ 6½	26	26½	26½ 6	26½ 5¾	25¾
Danish, 3 per Cent.	77½	...	77½	78½	...	...
Greek, 5 per Cent.	...	...	...	...	...	...
Ditto, 1825, 5 per Cent.	...	...	...	...	...	...
Mexican, 5 per Cent.	...	...	...	...	...	24½
Ditto, deferred do.	...	20	...	...	...	...
Ditto, 1825, 6 per Cent.	29½	29½	29¾ ½	29¾ ½	29¾ ½	29¾
Ditto, def. do. 6 per Cent.	...	...	...	...	...	...
Neapolitan, 5 per Cent, 1824	...	...	...	...	...	...
Peruvian, 6 per Cent.	...	...	...	...	...	16½
Portuguese, 5 per Cent.	...	...	...	...	...	...
Ditto, New 5 per Cent.	34½ ½	33¾ 4½	34½ 3¾	33¾ 4	33¾ ½	36 5¾
Ditto, 1837, 5 per Cent.	...	...	...	...	32 3	33½
Ditto, 3 per Cent.	...	23¾	23½	23¾ ½	24½ ¾	24½ ¾
Russian, 1822, 5 per Cent.	115¾	...	...	...	...	...
Spanish, 5 per Cent. Consols	27½ ¾	27½ ¾	27¾ 8¼	28 7¾	27¾ 8¼	28¾ 9
Ditto, passive	7¾ ¼	7¾ ½	7½	7¾	7¾ ½	7¾ ½
Ditto, deferred	13½ ¾	13½	13¾ ½	13½	13½ ¾	13¾ 14
Dutch, 2½ per Cent.	52¾ ¾	52¾	52½ ¾	53½ 3	53½ ¾	53½
Ditto, 5 per Cent.	100¾ ¾	100½ ½	100¾ ½	100¾ ½	100¾ ¾	100½ ¾
Ditto, 5 New, 1837	...	99½ 9	99½ 8¾	98¾	...	99¾

FRENCH FUNDS.

	PARIS Feb. 20	Feb. 22	Feb. 24	Feb. 25	Feb. 26	LONDON. Feb. 27	Feb. 28
5 per Cent. Ann.	112f.95c.	113f.15c.	113f.40c.	113f.30c.	113f.35c.	...	...
Ex. on Lond. 1 mth.	25f. 20c.	25f.22½c.	25f. 20c.	25f. 20c.	25f. 20c.	...	...
ditto 3 mths.	25f. 2½c.	25f. 5c.	25f. 5c.	25f. 5c.	25f. 5c.	...	...
4½ per Cent. Ann. Exchange	...	...	...	...	...	...	...
4 per Cent. Ann. Exchange	103f.75c.	103f.	103f.80c.	103f.80c.	103f.80c.	...	...
3 per cent. Exchange	82f.	82f. 5c.	82f. 25c.	82f. 15c.	82f. 20c.	...	...
Bank Shares	3185f.	3160f.	3150f.	3160f.	3145f.	...	...

IRISH FUNDS,

Feb. 27, 1840.

Bank Stock		181½
Government Debentures	3½ per ct.	91¾
Ditto Stock	3½ per ct.	98½
Ditto New	3½ per ct.	98¾
Ditto ditto, reduced	4 per ct.	98¾
Consols	3 per ct.	90½
City Debentures	4 per ct.	61
Exchequer Bills	2½d per diem	

	£	s.	d.	
Royal Canal Stock				31¾
Patriotic Insurance	10	0	0	6½
Provin. Bank of Ireland	25	0	0	48
Hibernian Bank	25	0	0	26½
Grand Canal Stock				25
Mining Co. of Ireland	7	0	0	14¾
City of Dublin Steam Co.	100	0	0	115½
Kingstown Railway	80	0	0	80

AMERICAN FUNDS.

Redeemable.	London	America
New York 5 1855	86½ 7	87 90
5 1858	..	—
.. 1860	..	—
Pennsylva. 5 1854	76½	—
.. 1856	76½	—
.. 1858	76½	—
.. 1860, 62	76½	—
.. 1864	76½	—
Maryland 5 1889	84 5	—
Ohio 6 1856, 58	89 90	93 100
South Carolina 5 1866	..	—
Tennessee 6 1868	..	—
Virginia 6 1857	..	—

Redeemable.	London	America
Louisiana 5 1844, 7, 50, 2.	87	—
Mississipi .. 6 1861, 6, 71	..	—
INCORPORATED BANKS. Per Cent.		
United States 8 1866	15	76
Louisiana State.. 10 1870	..	—
Bank of Louisiana 8 1870	..	—
N. Orleans, Canal & B. Co. City Bank	..	—
New York Life and Trust 5	..	—
Tenessee Planters 9	..	—
Mississippi.. 10	..	—
Exchange at New York	..	107½ 8

COURSE OF EXCHANGE.

FRIDAY, Feb. 28, 1840.

	Prices printed	Prices negotiated on 'Change.	
Amsterdam	12 5	12 2	12 2½
Ditto at Sight	12 2	11 19½	11 17
Rotterdam	12 5½	12 2½	12 2½
Antwerp	12 5	12 2	— —
Hamburgh Mcs. B.	13 12	13 9	13 9½
Altona	13 12½	— —	— —
Paris, 3 days' sight	25 40	25 27½	25 30
Ditto	25 70	25 55	25 60
Marseilles	25 70	25 57½	25 60
Bordeaux	25 75	— —	—
Frankfort on Main	150½	149¾	149½
Petersburg p. ruble	37½	—	—
Berlin .. cur. doll.	7 0	—	—
Vienna eff .... do.	10 6	10 2	10 3
Trieste ditto	10 7	10 3	10 4
Madrid	36½	37	37½
Cadiz	36½	36½	37
Bilboa	36½	—	—

	Prices Printed	Prices negotiated on 'Change.	
Barcelona	36	—	—
Seville	36	—	—
Gibraltar p. h. d.	48	—	—
Leghorn	30 55	30 45½	30 50
Genoa	25 75	25 62½	25 67½
Milan	31	—	—
Venice, .. p. 6 A. L.	47	—	—
Naples	41	41½	41½
Palermo	122½ oz	123	—
Messina	122½	123	—
Lisbon	55	55½	—
Oporto	54¾	55	55½
Rio Janeiro	26½	—	—
Bahia	28	—	—
Buenos Ayres	—	—	—
Madras	—	—	—
New York	46½	—	—
Philadelphia	46	—	—

PRICES OF METALS.

	£	s.	d.
Copper, Brit.—Cake ...... ton	98	0	0
Tile ...... do.	98	0	0
Sheets .... lb.	0	1	0
Bottoms .. do.	0	1	1
Foreign—S. Am. (dy 27s. cwt.) bd. .. ton	87	0	0
Tin, Brit.—Blocks .... cwt	4	2	0
Bars .... do.	4	4	0
Plates, common to best, per box. I.C.	1 10 0 to 1 12		0
I.X.	1 16 0 .. 1 18		0
I.X.X.	2 2 0 .. 2 4		0
Wasters of the above Mks. 5s. less, all others 6s. less. (Others in proportion.)			
Foreign—duty 30s. per cwt. Banca, bd. .. cwt. 75s. 76s.			
Straits, bd. .. cwt.	3	14	0
Bars, .. bd .. cwt.	4	4	0
Lead, Brit.—Pig ...... ton	17	10	0
Sheet ...... ton	18	15	0
Shot ...... ton	20	10	0
Red ...... ton	19	10	0
White (dry) .. ton	30	0	0
Do. (gd. in oil) ton 32l a 35l			
Litharge .... ton	19	10	0
Foreign—Span. (dy. 40s. per ton) .. bd. .... ton	17	13	0

	£	s.	d.
Iron, Brit.—Pig, No. 1 .... ton	5	5	0
Bar ton 0 0 0 to	9	0	0
Do. Carg. in Wales	8	0	0
Bolts ...... ton	9	10	0
Nail Rods .... ton	10	0	0
Hoops ...... ton	11	0	0
Sheets, single ton	12	0	0
(Others in proportion.)			
Foreign—Duty 30s. per ton. Swedes, cn. bd. ton	15	10	0
for Steel, (var. mks.) ton 16 0 0 to	35	0	0
Russian com... ton	—		
P.S.I. ... ton	13	0	0
C.C.N.D. ton	18	0	0
Steel, Brit.—Blistered, (various qualit.) ton 25 0 0 to	45	0	0
Shear do. do. 45 0 0 ..	54	0	0
Cast do. do. 45 0 0 ..	64	0	0
Foreign—Duty 20 per cent. Swedes in kgs bd ton	18	10	0
Do. Faggots bd. ton	19	10	0
Milan ...... bd. ton	30	0	0
Spelter, For.—Cakes (dy. 2l. p. ton,) .. bd. .... ton	20	10	0
English Sheets.	33	0	0
Quicksilver—(dy. 1d. per lb.) bd. .... lb.	0	4	9

TIDE TABLE.

HIGH WATER AT LONDON BRIDGE, for the week ending March 6.

	Satur.	Sunday.	Mond	Tuesd.	Wedn.	Thurs.	Friday
Morning	11 3	—	0 46	1 35	2 12	2 46	3 20
Afternoon	11 45	0 20	1 12	1 50	2 31	3 4	3 40

PRICES OF SHARES.

BRITISH MINES.

No. of Shares.	NAME OF COMPANY.	Amount of Share	Amount paid	Highest Price.	Lowest Price.	Present Price.
500	Anglesey	100	5	10	8	8 10
1,800	Arigna Iron & Coal Co.	50	34	9½	9½	9½
4,000	Bissoe Bridge	5	5	4	3	3½
8,000	Blaenavon	50	40	37½	37½	37½
20,000	British Iron	50	50	¾	¾	¾
1,000	Cariggan	..	14	¼	¼	¼
100	Copper Bottom	..	41	30	30	30
2,000	Cornubian Lead Co.	..	3½	3	3	3
6,000	Cornwall Great United	12	9	1	1	1
1,000	Cuddra	10	8	8	8	8
5,000	Dartmoor Consols	5	5	1	1	1
10,000	DurhamCountyCoalCo.	50	32½	..	..	—
2,000	Danescombe	..	..	3	2¾	2¾
2,000	De Dunstanville	..	..	3½	3½	3½
1,000	Duffield	..	..	16	14½	15
2,000	East Cornwall Tin, &c.	6	6	2	2	2
1,200	East Mulberry Hills	3½	3½	1	1	1
4,000	English	25	12½	2	1½	2
3,200	Great Wh. Prosper	25	7½	6½	6½	6½
4,000	Great Wh. Charlotte	2½	2½	3½	3	3
2,000	Gernick	..	..	½	½	½
10,000	Hibernian	50	12	3½	3½	3½
1,000	Holmbush	100	4	43½	42	43½
2,000	Isle of Serk (Guernsey)	..	6¾	11	11	11
12,000	Kellewerris	5	2½	½	½	½
600	Llwyndyissa	..	5	7½	7½	7½
20,000	Mining Co. of Ireland	25	7	15	15	15
6,000	Perran Consols	4½	4½	1	1	1
3,000	Polberou Consols	10	10	1	1	1
6,000	Polbreen	5	4	1	1	1
2,000	Relistian	..	..	4½	4	4
5,000	Redmoor Consolidated	5	4½	1½	1	1½
10,000	Rhymney Iron	50	50	39	39	39
8,000	St. Hilary	2½	2½	½	½	½
800	South Towan	10	10	2	2	2
1,000	South Wh. Neptune	..	..	2½	2½	2½
4,000	Tregollan	5	3½	1½	1½	1½
4,000	Treleigh Consols	5	4½	1½	1½	1½
4,505	Tamar Consols	5	3	1½	1½	1½
6,000	Tin Croft	10	6½	3½	3	3½
198	Trevaskus	..	60	40	40	40
4,000	Tretoil	..	1½	3	3	3
4,000	United Hills	5	5	9	8½	9
2,000	Wendron	8	8	3	3	3
3,300	West Cork	50	50	..	..	—
5,000	Wh. Harm. & Montague	10	10	¾	¾	¾
6,000	Wicklow Copper	5	5	8	8	8
3,820	West Wheal Jewel	8	7½	4½	4	4½
5,000	Wheal Sisters	..	½	½	½	½
1,000	Wheal Julia	..	..	42	40	40

FOREIGN MINES.

No. of Shares.	NAME OF COMPANY.	Amount of Share	Amount paid	Highest Price.	Lowest Price.	Present Price.
4,000	Alten Mining Company	15	12½	9½	9½	9½
10,000	Anglo Mexican Co.	100	100	3	1	3
3,374	Do. Subscription	25	25	2½	2½	2½
2,000	Bolanos	150	150	80	75	80
	Ditto Scrip	..	25	40	38	40
10,000	Brazilian Imperial	35	20	17	16	17
10,000	Bolivar	20	20	1½	1½	1½
10,000	Ditto Scrip	10	10	1½	1½	1½
10,000	Cata Branca } Brazilian	10	6½	8	8	8
10,000	Conceiçao .. } Co.	10	3	..	..	—
10,000	Candonga Mining Co.	20	7½	5½	5½	5½
	Ditto registered	20	7½	5	5	5
12,000	Cobre Copper Company	40	40	31	30½	31
8,500	Colombian Co. regis.	55	55	5	5	5
1,500	Ditto, New	11	11	..	..	—
10,000	Copiapo Mining Co.	20	13½	9½	9½	9½
20,000	General Mining Association	20	18	8	8	8
5,351	Mexican Company	60	6½	..	..	—
12,000	Mocaubas and Cocaes	25	25	11½	11½	11½
5,000	Minas Geraes	20	11	1	1	1
2,000	New Granada	10	9	..	..	—
14,582	{ Real del Monte, regis.	54½	34½	6½	6	6½
	{ Do. unregistered	54½	.	6	6	6
	Ditto Loan Notes	150	50	160	160	160
2,500	Rio de Anori	..	3½	.	..	—
11,000	St. John d'el Rey	20	14½	2½	2	2½
30,000	United Mexican	40	40	4	3	4
	Black Scrip, addi. capital	14	5	4	4	4
	Red New Scrip	5	5	6	6	6
14,000	Zacatecas Mining Co.	5	5	..	..	—

RAILWAYS.

No. of Shares.	NAME OF COMPANY.	Amount of Share	Amount paid	Highest Price.	Lowest Price.	Present Price.
2,500	Aylesbury	20	20	..	..	—
6,300	Birmingham and Derby	100	90	60	60	60
9,500	Birming. & Gloucester	100	70	53	52	53
7,500	Birm. Brist. & Th. Junc.	20	18	9	9	9
660	Bolton and Leigh	100	100	61	61	61
641	Ditto ½ Shares	25	25	..	.	—
15,000	Bristol and Exeter	100	40	15	15	15
350	Cheltenham	100	100	1½	1½	1½
5,000	Chester & Birkenhead	50	55	40	40	40
5,000	Chester and Crewe	40	40	41	41	41
3,500	Do Extension	50	3	3	3	3
7,500	Chelten. & Gt. Western	100	45	14	14	14
14,000	Chelt. Oxford and Tring	100	5	6½	6½	6½
2,000	Clarence	100	32	35½	35½	35½
6,000	Dublin and Drogheda	100	10	4	4	4
	Dublin and Kingstown	100	90	80	80	80
8,000	Dublin and Kilkenny	100	7½	½	½	½
800	Durham Junction	100	100	..	..	—
7,500	Durham S. W. Junction	20	3½	..	..	—
2,040	Durham & Sunderland	50	50	38	38	38
3,000	Deptford Junction	20	1	1½	1½	1½ ¾
60,000	Eastern Counties	25	21	10¾	10½	10¾
5,000	Edinb. Leith & Newha.	20	11	4	4	4
18,000	Edinburgh & Glasgow	50	25	18½	18½	18½
2,500	Forest of Dean	50	50	40	40	40
12,500	Glasg., Paisley & Ayrsh.	50	25	24¾	24¾	24¾
16,000	Glasg., Paisley, & Green.	25	17	16	16	16
10,918	Grand Junction	100	100	227	226	227
10,918	Do. New	50	30	88½	88½	88½
10,000	Great North of England	100	55	37	37	37
25,000	Great Western	100	75	68	67	67½
	Ditto New	50	30	31	30½	30¾
6,000	Gosport Junction	50	20	20½	20½	20½
8,000	Gt. Leinster & Munster	100	5		½	½
8,000	Hull and Selby	50	15	25	25	25
2,000	Hartlepool Dock & Rw.	..	100	150	150	150
5,000	Lancaster & Preston	50	35	25	25	25
2,100	Leeds and Selby	100	100	70	70	70
2,000	Leicester and Swaning.	50	50	73½	73	73½
5,100	Liverpool & Manchester	100	100	183	183	181
12,021	Do. ½ Shares	25	25	46½	46½	46½
7,9 8	Do. ½ do.	50	40	70	70	70
24,000	Lond. & Blackwall	25	17½	16	15¾	15¾
20,000	London and Greenwich	20	20	10	9¾	9¾
	Ditto New	..	20	17	17	17
25,000	London and Birmingh.	100	90	157	155	155
25,000	Do. ½ Shares	25	5	23¾	23½	23½
	Do. New	32	24	43½	43	43
26,668	London & Croydon Tr.	20	14½	10½	10	10½
6,334	Do. Scrip	2	4	5½	5½	5½
36,000	London & Sth. Western	50	38½	45	44	44½
36,000	London & Brighton	50	30	20½	19½	19½
	Ditto ½ Shares	25	5	23¾	23¾	23¾
2,000	Llanelly	100	70	73	73	73
7,000	Manchester & Sheffield	100	20	5	5	5
14,000	Manchester and Chester	..	2½	..	..	—
13,000	Manchester and Leeds	100	60	71	70½	70½
10,000	Do. (New)	50	15	22	22	22
10,000	Manchest. South Union	100	5	21½	21½	21½
1,000	Manchester & Oldham	100	5	..	..	—
30,000	Manchester & Birming.	70	25	13	13	13
15	[illegible] Extension	70	7	3½	3½	3½
3,600	Maryport & Carlisle	50	42	7	7	7
10,000	Midland Counties	100	90	75	74	74
	Ditto New	..	10	13¾	13¾	13¾
3,000	Newcastle and Carlisle	100	100	160	160	160
12,000	North Midland	100	34	88½	87	88½
15,000	Ditto (New)	50	10	16½	15½	16½
12,000	Northern and Eastern	100	25	13	12½	12½
6400	North Union	100	75	65½	65½	65½
2,000	Preston and Wyre	50	50	45	45	45
6,000	Ditto (New)	25	5	..	..	—
1,500	Stanhope and Tyne	100	100	..	..	—
1,000	Stockton & Darlington	100	100	250	250	250
1,070	Do. ½ Shares	50	50	..	..	—
3,000	South Durham	50	3½	½	½	½
4,000	Sheffield & Rotherham	25	25	30½	30½	30½
25,000	South Eastern	50	18	3½	3½	3½
3,600	Taff Vale	..	75	45	45	45
9,000	Thames Haven	50	7½	4½	4½	4½
3,300	Warrington & Newton	100	100	..	..	—
5,400	Westminster & Greenw.	50	1	½	½	½
1,000	West Durham	10	2	4½	4½	4½
6,000	York & North Midland	50	40	31½	30½	30½

MISCELLANEOUS.

No. of Shares.	NAME OF COMPANY	Amount of Share	Amount paid.	Highest Price.	Lowest Price.	Present price.
10,000	Anglo Mexican Mint	10	10	11¾	11¾	11¾
10,000	Anti Dry Rot	25	17½	6	5	6
10,000	Asphalte (Claridge)	20	2	1	¾	¾
10,000	Assam Tea	50	5	6	4¾	4¾
10,000	Australian Agricultur.	100	27½	48	44	48
8,600	Brit. Rock & Patent Salt	50	35	12	12	12
8,000	Bahia Steam	10	7	½	½	½
2,500	Bitumen Bastenne, &c.	20	3	1	1	1
6,000	Brit. Americ. Land Co.	..	33	10	10	10
20,000	Brit. Agricu. Loan Co.	105	5	..	..	—
10,000	Canada Company	100	32½	32	31	32
200,000	Canada (Upper) Bonds		.	101½	101	101½
	City Bonds, div. 4½	..	..	101	100	100½
5,000	Eastern Coast of Central America [Deb.	20	16½	5½	4½	4½
5,000	Droitwich Patent Salt	25	25	14½	14½	14½
2,500	Essex Marine Salt	20	8	..	..	—
1,000	Equitable Discount So.	100	25	..	..	—
2,700	Equitable Rever. Soc.	100	45	41	41	41
20,000	General Steam Navig.	15	14	26½	26½	26½
2,100	Hungerford Market	100	100	31½	31½	31½
	Hudson's Bay Stock	100	100	268	268	268
10,000	Irish Waste Land Co.	50	1	½	½	½
8,000	Lond. Rever. Inter. So.	50	10	6	6	6
1,800	London Corn Exchan.	.	.	25	25	25
8,000	Lond. Caoutchouc Co.	12½	12½	12½	12	12½
5000	London Cemetery Co.	20	12	10	10	10
20,000	Mexican South Amer.	10	7	5	5	5
	New Corn Ex.	..	37½	20½	20½	20½
	New Brunswick (Land)	..	57	12	12	12
10,000	Rio Doce	25	5½	½	½	½
2,754	Rever. Interest Society	100	100	130½	130	130½
2,633	Ditto New	100	90	117	117	117
2,000	Shotts Iron Foundry	50	48	53	53	53
10,000	South Australian	25	15	8½	8½	8½
	Ship Ow. Towing Co.	10	7½	7	7	7
4,000	Thames Tunnel	50	50	9½	9½	9½
10,000	Van Dieman's Land	100	18½	8½	8½	8½

CANALS.

No. of Shares.	NAME OF COMPANY.	Amount of Share.	Amount Paid.	Price.	Dividend per Ann.	Next Dividend Payable.
1,760	Ashton and Oldham	98	98	120	7	Sept.
1,482	Ashby-de-la-Zouch	113	113	72	4	Oct.
720	Barnsley	160	160	275	14	July
1,260	Basingstoke	100	100	55	..	—
1,005	Brecknock & Abergav.	150	150	94½	5½	—
8,000	Birming. 1-16th Share	79¾	79¾	218	10	Dec.
4,000	Do. & Liverpool Junct.	100	100	27	..	—
477	Bolton and Bury	250	250	..	6	Jan.
712	Bridgwater & Taunton	100	100	70	3	Aug.
400	Chelmer & Blackwater	100	100	101	5	Jan.
16,000	Carlisle	..	21½	..	..	
500	Coventry	100	100	680	48	Nov.
1,500	Chesterfield	..	..	..	..	
460	Cromford	100	100	340	27	July
4,546	Croydon	31½	31½	3¾	..	—
11,810	Do. Bonds	..	..	..	5	Oct.
20,000	Danube and Mayne	41¾	41¾	27	4	—
2,060¾	Dudley	100	100	100	4½	Sept.
600	Derby	100	100	138	11	July
3,575¾	Ellesmere & Chester	133	133	80	4	Sept.
231	Erewash	100	100	860	62	Oct.
1,297	Forth and Clyde	400	400	620	30	July
11,600	Grand Junction	100	100	170	10	June
2,849½	Grand Union	100	100	23½	1	Oct.
1,500	Grand Surrey	100	100	..	..	Sept.
120,000	Do. (optional) Loan	100	100	63	4	Dec.
3,096	Grand Western	100	100	12	..	—
600	Glamorganshire	172½	172½	..	13½	Sept.
1,960	Gloucester & Berkley	100	100	..	..	
269	Do. (optional) Notes	60	60	..	..	
749	Grantham	150	150	203	12	May
6,233	Huddersfield	57½	57½	36	2	Sept.
100	Kensington	100	100	10	..	—
25,328	Kennet and Avon	40	40	26½	1½	Sept.
11,699½	Lancaster	47½	47½	27	1½	Mar.
2,897¾	Leeds and Liverpool	100	100	750	30	Nov.
18¾	Leeds & Liverpl. New	80	..	..	16	—
545	Leicester	140	140	230	15½	July
1,897	Leicester & Northam.	83½	83½	86	5½	Dec.
550	Lisk. and Looe Un.	25	25	..	..	—
70	Loughborough	142¾	142¾	2250	162	July
	Manches., Bol. & Bury	..	78	66½	..	—
2,400	Monmouthshire	100	100	202	10	Dec.
700	Montgomeryshire	100	100	98	4½	Aug.
250	Melton Mowbray	100	100	200	10	July
500	Mersey and Irwell	100	100	560	25	Oct.
3,000	Macclesfield	100	100	50	2½	—
247	Neath	100	100	325	17	July
100	Nene Navig. Bds.	100	100	.	..	—
1,786	Oxford	100	100	620	30	Sept.
521	Oakham	130	130	52	2	May
2,400	Peak Forest	78	78	91	5	Dec.
2,520	Portsmouth & Arunde	50	50	..	..	—
21,418	Regent's (or London)	33½	33½	12	7s	July
5,669	Rochdale	85	85	110	6	May
500	Shropshire	125	125	138	8	Dec.
800	Somerset Coal	150	150	150	9½	Dec.
36,000	Do. Lock Fund Stock	12½	12½	11½	4½	Dec.
700	Stafford. & Worcester	140	140	675	36	July
500	Shrewsbury	125	125	280	9	Nov.
300	Stourbridge	145	145	400	9	July
3,647	Stratford-on-Avon	79½	79½	45	2	Aug.
200	Stroudwater	150	150	500	26	Nov.
533	Swansea	100	100	265	16	Nov.
3,762	Severn & Wye & Railw.	35	35	39	2½	Sept.
1,300	Thames & Severn blk	100	100	34	2	June
1,150	Do. Do. red.	100	100	—	2	June
2,600½	Trent & Mersey ¼ Sh.	50	50	600	32½	Dec.
350	Tavistock (mineral)	100	100	..	2	Mar.
8,149	Thames and Medway	19½	19½	2	..	
3,344	Do. New	.	.	..	.	
1,000	1,000½ Warwick & Bir.	100	100	270	18	May
980	Warwick and Napton	100	100	195	15	Nov.
6,000	Worcester & Birming.	78	78	68	4	Aug.
5,000	Wilts and Berks	67½	67½	27½	1½	May
800	Wyrley and Essington	125	125	71½	5	Jan.
126	Wisbeach	105	105	30	..	—
905	Wey and Arun	110	110	22½	1	May.

ASSURANCE COMPANIES.

No. of Shares.	NAME OF COMPANY.	Amount of Share.	Amount Paid.	Price.	Dividend per Ann.	Next Dividend Payable.
2,000	Albion	500	50	73	3½	Dec
50,000	Alliance Brit. & Forei.	100	11	14	6	Oct.
50,000	Do. Marine	100	5	6	6½	Jan.
24,000	Atlas	50	5	15	½	July
1,200½	Birminghm Fire	250	55	107½	5	May
20,000	British Fire	250	50	40	4	Sep.
12,000	British Comercial	50	5	6	6	Dec.
5,000	Cler. Med. & Gen. Life	100	2½	4	5	Aug.
4,000	County	100	10	42	8	Dec.
	Crown	50	11½	9½	8	Nov.
20,000	Eagle	50	5	5½	½	Oct.
200	Economic Life	1000	250	460	5	Jan.
2,271	European Life	20	20	22	1½	Jan.
50,000	Ditto New	20	2	1½	2s	Jan.
1,000,000	Globe ...... Stock	100	100	120½	6	Dec.
20,000	Guardian	100	27½	36½	5	July
7,500	Hercules	100	10	16	7	April
40,000	Hope	50	5	5½	6s 6	Sep.
2,400	Imperial Fire	500	50	131	5¾	Dec.
7,500	Imperial Life	100	10	10½	9s	July
13,458	Indemnity Marine	100	5¾	26½	5	Sept.
100,000	Insurance Co. of Scot.	—	10	..	..	—
2,020	Kent Fire	50	50	92	3½	Feb.
	Do. Life	..	..	79	3	—
10,000	Law Life	100	10	66	16s	April
50,000	Minerva Life	20	2	..	4	July
3,900	London, Fire	25	12½	19¾	½	Sep.
31,000	London, Ship	25	12½	19½	½	Sep.
50,000	North British	200	10	20½	6	June
31,000	National Life	100	5	11	6	July
30,000	Palladium Life	50	2	2¾	5	Jan.
50,000	Protector Life	..	1	½	4	—
2,500	Provident Life	100	10	19	1	June
	Phœnix	..	..	175	5	—
100,000	Rock Life	20	2	6¾	5s	Oct.
689,220	Royal Exchan. Stock	.	.	203	5	Dec.
[illegible]	Standard of England	50	5	..	5	May
	Sun	..	..	210	6½	Dec.
4,000	Universal Life	100	5	8	5	May
1,200	Union	..	20	125	..	—
6,000	University Life	100	5	8	5	—
40,000	United Kingdom Life	20	2	..	4	—
50	Westminster Life	1000	1000	..	..	—
10,000	West of Scotland	..	10	..	..	—

JOINT STOCK BANKS

No. of Shares.	NAME OF COMPANY.	Amount of Share	Amount paid.	Price.	Dividend per Ann.	Next Dividend payable.
25,000	Agric. & Com. of Irel.	25	10	..	..	—
10,000	Australasia	40	40	57½	8	Jan.
5,000	Ditto (New)	40	10	30	..	—
1,500,000	Bank of Scotland	100	83⅓	78	6	Oct.
10,000	Birmingham Bank	50	10	123½	10	Mar.
500,000	British Linen Co.	100	100	..	8	Dec.
20,000	British North Amer.	50	30	27½	6	Mar.
100,000	Commercial	5	5	5½	7	—
20,000	Colonial	100	25	32¾	6	Jan.
5,000	Devon and Cornwall	100	25	45	8	—
3,000	Equitable Loan Co.	..	9	10	..	—
10,000	Gloucestershire	50	10	30	10	Feb.
6,000	Hampshire	50	5	..	8	Aug.
10,000	Hibernian	100	25	21	4	—
4,000	Ionian State	25	5	5½	..	—
30,000	London & Westmins.	100	20	24	5	Mar.
3,000	Lancaster	100	20	..	10	Aug.
25,000	Liverpool	100	12½	22	10	July
60,000	Lond. Joint Stock Co.	50	10	15	5	June
50,000	Manch. & Liver. Dis.	100	15	9½	..	—
20,000	Manchester	100	25	27	7½	Oct.
25,000	Monm. & Glamorg.	20	10	16	10	Aug.
21,300	Northampsh. Union	25	5	14	14	July
20,000	North & South Wales	10	5	10½	6	—
20,000	Natl. Bank of Ireland	50	17½	16	5	—
10,000	Nat. Provincl. Engl.	100	35	34½	5	Jan.
10,000	Ditto New	20	10	10½		—
80,000	Nor. & Cnt. B. of Eng.	10	10	3	5	Dec.
10,000	North Wilts	25	5	10¾	9	—
20,000	Prov. Bk. of Ireland	100	25	44	8	July
4,000	Ditto New	10	10	18	8	—
7,000	South African	..	..	5	..	—
20,000	S. of Ireland, Cork	25	5	5	.	—
60,000	Union B. of London	50	5	5½	..	—
10,000	Union of Australia	25	17½	24¾	.	—
20,000	W. of Eng. & S.W. Dis	20	12½	12	5	—
20,000	Wilts and Dorset	15	7½	7½	6	—

GAS LIGHT AND COKE COMPANIES

No. of Shares.	NAME OF COMPANY.	Amount of Share	Amount paid.	Price.	Dividend per Ann.	Next Dividend payable.
10,000	Alliance	10	5	..	..	—
2,500	Bath	20	16	22	¾	Sept.
600	Bradford	25	25	.	10	—
5,000	British	40	18	18½	1½	May
5,000	Do. Provincial	20	19	25	1½	Nov.
928	Birmingham	77½	77½	93	5½	July.
2,400	Birm. & Staffordshire	50	50	73	4	Sept.
600	Brentford	50	50	18	4	April
4,250	Bristol	20	20	36	2	Feb.
1,500	Brighton	20	20	11	3½	Sept.
750	Do. New	20	18	9½	3½	—
2,471	Brighton, General	20	20	9½	4½	Nov.
363	Carlisle	25	..	..	..	—
7,000	Continental Consolidat.	50	62½	110	6½	July
7,000	Do. New	50	10	24	..	—
240	Canterbury	50	50	55	6	Jan.
700	Chelmsford	50	50	42	4	Dec.
300	Cheltenham	50	50	75	8	Oct.
1,000	City of London	100	100	195	10	Sept
1,000	Do. New	100	75	114	10	Dec.
800	Coventry	25	25	2½	..	—
200	Derby	50	50	..	..	—
180	Dover	50	50	..	..	—
600	Dudley	20	20	17	5	—
4,500	Edinburgh Coal Gas	25	25	..	..	—
	Edinburgh and Alloa	..	14	..	..	—
240	Exeter	50	50	..	..	—
4,000	Equitable	50	50	26½	3	June
10,000	European	20	15	18	..	Aug.
4,450	Glasgow	25	25	54	10	—
20,000	Greenwich Railw. Gas	..	1	..	.	—
10,000	Imperial	50	50	53	5	—
85,000	Do. Bonds	100	100	..	4	—
1,200	Ipswich	..	10	..	..	—
800	Isle of Thanet	25	20	18	5	Aug.
2,350	Independent	30	30	50	6	Oct.
240	Leicester	50	50	..	..	—
750	Leith Coal Gas	20	20	.	..	—
500	Liverpool	242	242	360	17	—
	Do. N. Gas and Coke	100	100	97	..	—
	Do. (New Do.)	..	60	..	..	—
200	Maidstone	50	50	100	10	Feb.
9,000	Phœnix	50	39	31	4	June
579	Portsea	..	53	..	..	—
304	Poplar	50	50	..	..	—
1,000	Ratcliff	100	80	60	5	Sept.
480	Rochdale	..	15	..	..	—
4,000	South Metropolitan	50	22	19	4	July
1,600	Sheffield	..	16½	..	..	—
1,000	Shrewsbury	..	30	..	..	—
120	Swansea	50	50	..	..	—
8,200	United General	50	46	32½	5	Jan.
240	Warwick	50	50	50	5	Jan.
400	Wakefield	25	25	229	1½	Jan.
750	Warrington	20	20	20	1	Oct.
12,000	Westminster Chartered	50	50	57½	3	Dec.
6,000	Ditto New	50	10	11	12s	Dec.
200	Worthing	50	50	..	5	Aug.
800	Yarmouth	—	—	—	—	—

DOCKS.

No. of Shares.	NAME OF COMPANY.	Amount of Share	Amount paid.	Price.	Dividend per Ann.	Next Dividend payable.
600,1065	Commercial	100	100	66	3	July
	East and West India Stock	100	100	108	..	Jan.
1,038	East Country	100	100	10	..	—
323,8,310l.5s 10	London .. Stk	..	..	68	3	Dec.
	Ditto Bonds	.	..	100	4	—
2,209	Bristol	147½	147½	74	3½	Dec.
68,324	Ditto Notes	..	..	108	5	Nov.
570	Folkestone Harbour	50	50	..	..	—
15,000	Ditto Bonds	..	.	..	5	—
11,000	Grand Collier Docks	50	1	1	..	—
1,352,752	St. Katharine .. Stock	100	100	104	5	Jan.
500,000	Ditto Bonds	..	..	101½	4½	Oct.
200,000	Do. Bonds for 10 years	..	..	99½	4	Oct.
2,500	Deptford Pier	20	3	11	..	—
7,000	Southampton	50	8	2	..	—

BRIDGES.

No. of Shares.	NAME OF COMPANY.	Amount of Share	Amount paid.	Price.	Dividend per Ann.	Next Dividend payable.
1,600	Hammersmith	50	50	22	1	Jan
7,231	Southwark w. new sub.	63½	63½	2½	..	—
1,700	Do. New of 7½ per cent.	50	50	13s	1½	Dec.
5,848	Vauxhall	70½	70½	25½	19s	Dec.
5,000	Waterloo	100	100	3	..	—
5,000	Do. old Annuities of 8l.	60	60	21	22s	Feb.
5,000	Do. new do. of 7l.	40	40	18	19s 3	Feb.
50,000	Ditto Bonds	..	.	120	5	Feb.

WATER WORKS.

No. of Shares.	NAME OF COMPANY.	Amount of Share	Amount paid.	Price.	Dividend per Ann.	Next Dividend payable.
4,800	Birmingham	25	25	20	10s	—
121	Colchester	100	100	..	..	—
4,433	East London	100	100	164½	7	Jan.
4,000	Glasgow	50	50	.	.	—
5,500	Grand Junction	46½	41¾	67	2½	Jan.
5,400	Edinburgh Joint Stock	25	25	..	..	—
2,000	Kent	100	100	44	2	Jan.
372	Liverpool Bootle	220	220	327	10	Jan.
1,500	New River Lond. Bridge Water Annuities	..	..	60	2½	Oct.
6,486	Manchester & Salford	100	90	54½	2½	Mar.
800	Portsea Island	50	50	..	..	—
700	Portsmouth & Farlington	50	50	21	1	—
8,000	Ramsgate	10	8	10	.	—
1,000	Vauxhall, late So. Lond.	100	100	103	5	Oct.
8,300	West Middlesex	63½	63½	96½	4	Dec.
1,380	York Building Co. L. F.	100	100	35	1l 14	Oct.

ROADS.

No. of Shares.	NAME OF COMPANY.	Amount of Share	Amount paid.	Price.	Dividend per Ann.	Next Dividend payable.
533	Archw. and Kent Tn.	30	30	..	1	1 & J
300	Barking	100	100	22½	1½	1 & J
1,000	Commercial	100	100	75	5	1 & J
2,000	Do. East India Dock Br.	100	100	3	3	1 & J
492	Great Dover Str.	..	70	..	1½	1 & J
2,393	Highgate Archway	..	20l 8	2	1½	—
11,602½	New North Rd. Stock	100	100	.	.	—

LITERARY INSTITUTIONS.

No. of Shares.	NAME OF COMPANY.	Amount of Share	Amount paid.	Price.	Dividend per Ann.	Next Dividend payable.
400	Adelaide Gal. of Science	50	..	.	.	—
1,000	London, w. Bronze Tick.	75	75	18	.	—
1,500	London University	100	100	8	..	—
700	Russell	25	23	7	.	—
2,100	King's College	100	100	13½	..	—

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